Garapick, Peter

From:	Ronayne, Maria
Sent:	March-20-17 9:23
To:	Garapick, Peter; Dufour, Stacy
Cc:	Dussault, Sheyla; Kohler, Emilie
Subject:	IRB North Supervisor WD
Attachments:	IRB North Supervisor.doc

Good morning folks,

As per our discussion on March 9th, I am attaching a draft for the IRB North Supervisor position.

As you know we used the SAR-IRB Coordinator WD and made some changes (which I have highlighted) to reflect the independence, cultural awareness and the project management piece of this job.

Please review and make any comments/suggestions you wish and as you know we are on a tight timeframe so if you could have these comments back to me tomorrow it would be appreciated.

Thanks

Maria

Government of Canada Gouvernement du Canada

WORK DESCRIPTION - DESCRIPTION DE TRAVAIL

Field	Value
Position Number - Numéro du poste	
Position Title – Titre du poste	IRB North Supervisor
Position Classification – Classification du poste	
National Occupation Code – Code national des professions	
Department/Agency – Ministère/organisme	DFO-CCG
Effective Date – Date d'entrée en vigeur	
Organizational Component – Composante organisationnelle	Maritime Services
Geographic Location – Lieu géographique	Great Lakes and Arctic
Job/Generic Number – Numéro d'emploi / de générique	
Supervisor Position Number – Numéro du poste du surveillant	
Supervisor Position Title – Titre du poste du surveillant	Regional Superintendent, Maritime Search and Rescue
Supervisor Position Classification – Classification du poste du surveillant	PM-06
Language Requirements – Exigences linguistiques	
Linguistic Profile – Profil linguistique	
Communication Requirements – Exigences en matière de communication	
Office Code – Code de bureau	
Security Requirements – Exigences en matière de sécurité	

Client Service Results - Résultats axés sur le service à la clientèle

The saving of human life, relief of suffering and minimising injuries and property damage through the development and delivery of programs, evaluation, training, exercises and related services in support of the maritime search and rescue (SAR).

Key Activities - Activités principales

1. Establishes, coordinates and maintains the infrastructure required to operate seasonal search and rescue stations including construction, land leasing, accommodations, fuel, dock space, parking, storage and communications, including end of season shut down.
2. Establishes and maintains contact with Aboriginal community to present, explain, negotiate and persuade community involvement in CCG projects, plans and exercises as well as represents CCG in consultations with First Nations to provide information, negotiate project partnerships or service contracts.
3. Plans, monitors, manages and reports on delegated resources in order that the human resources, finances, equipment, logistics and day to day operations of the IRB service ensures the availability

of primary SAR resources.

4. Serves as the technical expert in the recruitment, selection, development and coordination of the training of students from the federal student work experience program prior to the start of each season. Oversees and closely supervises the students through the operational season to reduce risk and ensure effective program delivery.
5. Organizes and executes end of season shut down including station closing, crew evaluations and year end report.
6. Designs and delivers structured and/or certificated courses to CG personnel and SAR partners which may include small vessel training, mass rescue operations, communications, emergency duties, ICS and other courses related to SAR.
7. Participates as part of the regional SAR Program team in the conduct of regional SAR needs analysis and in the design. delivery and evaluation of other related search and rescue training and exercises, including Coast Guard Auxiliary (CGA), Rescue Specialist (RS) and multi-agency exercises.

Employee's Statement – Déclaration de l'employé		
I have been given the opportunity to read and comment on the content of this work description. J'ai eu l'occasion de lire et commenter le contenu de cette description de travail.		
Name of Employee – Nom de l'employé	Signature	Date
Supervisor's Statement – Déclaration du surveillant		
This work description accurately describes the work assigned to this position. Cette description de travail décrit adéquatement le travail assigné à ce poste.		
Name of Supervisor – Nom du surveillant	Signature of Supervisor – Signature du surveillant	Date
Authorization – Authorisation		
Name of Manager – Nom du gestionnaire	Manager's Signature – Signature du gestionnaire	Date

Skill – Habiletés

The work requires knowledge of the theories, principles, equipment and techniques of specialized rescue and emergency care in the marine environment. Topics include hypothermia treatment, inhalation re-warming, cold water near drowning, in-water rescue, ice rescue, dive injury recognition and field treatment, marine disaster scene management and triage, advanced first aid and pre-hospital emergency care theories, principles, techniques, equipment and practices. These knowledge and skills are applied in the preparation and conduct of training and exercises that often take place in rough open water conditions and is required to serve as a subject matter expert both within and outside the department.

The work requires knowledge of the theories, principles and practices of adult learning, curriculum design, task analysis, competency based training and evaluation methodologies. This knowledge is applied in the assessment and revision of existing training material, in the development of new SAR courses and lessons and in support of other departmental objectives.

The work requires knowledge of the principles, methods and techniques of instruction. This includes presentation, facilitation and organizational skills, classroom set-up and use of instructional aids, understanding the adult learner, setting goals and objectives, and providing feedback, coaching, counseling and constructive performance evaluations. This knowledge is applied in the conduct of a range of training and education situations, both structured and informal, delivered to Coast Guard, other professional, volunteer and general public groups.

The work requires skills and knowledge of the principles and techniques of seamanship which includes navigation (e.g. use of marine charts and publications, aids to navigation, and electronic aids), radio operation, line handling (e.g. knots, splicing, rigging to lift or lower), stability, and safe working practices when on ships, the principles and techniques of fast rescue craft operation, including boat handling and maneuvering, personnel recovery, towing, re-righting. This knowledge is applied during training and operations in support of the search and rescue program that take place on a variety of vessels and conditions.

The work requires a comprehensive knowledge of the organization, mandate and resources of CCG and the Search and Rescue Program nationally and regionally; knowledge of the principles, components and operational practices of emergency management and the Incident Command System (ICS).

The work requires knowledge of the mandates, structure, resources, and capabilities of other agencies involved in the provision of SAR or emergency services both domestic and international. This knowledge is required for purposes of liaison, in the development and conduct of joint exercises and to ensure consistency of training, protocols and response.

The work requires knowledge of the principles of developing equipment performance standards and evaluation criteria. This is required to measure SAR equipment, in terms of efficiency, durability, weather resistance, serviceability, and other operational factors.

The work requires knowledge of the principles of cost-benefit analysis to assess the acquisition, replacement or disposal of new SAR equipment and related life-cycle management considerations.

The work requires skills and knowledge of the methods and practices related to operational risk assessment in relation to various search and rescue training, exercise and operational activities. This is required in the analysis and development of risk mitigation to ensure the safety of employees, course participants, volunteers, and SAR partners.

The work requires skills in the operation of a government motor vehicle engaged in the towing of boats and trailers and the ability to teach these skills to others.

The work requires knowledge of relevant sections of the Canada Shipping Act (e.g. Collision regulations, Small Vessel regulations, Life Saving Appliance regulations), and relevant safety regulations including the Canada Labour Code (CLC) Part 2, Workplace Hazardous Material Information System (WHMIS) and Transportation of Dangerous Goods Act. This is required to ensure safe practices during exercises and operations that may take place in high risk environments and also to provide guidance and awareness to personnel during training.

The work requires research, analytical and interpretive skills used as a part of problem solving, to provide guidance and respond to a range of inquiries from managers, colleagues and operational personnel, and students on issues relating to the SAR program, training and operations.

The work requires skill to apply knowledge of government contracting regulations, principles and practices of contract procurement and management to develop, procure, manage, monitor asset procurement contracts and to develop MOUs and contract specifications/requirements.

The work requires knowledge of federal and departmental health and safety and environmental legislation, policies and practices in order to develop effective projects to ensure CCG assets, equipment and systems are compliant and show due diligence towards human safety and environmental protection.

The work requires project management skills to establish and coordinate infrastructure required to operate seasonal search and rescue stations including land leasing, construction, accommodations, fuel, dock space, parking, storage and communications.

Reading and comprehension skills are required in the review, analysis and interpretation of correspondence, reports, policies, manuals, standards, and regulations. These materials are sometimes technical in nature and there may be a need to assimilate much information in a short period of time. Incident and Patient Care Reports are often written in haste with resultant sparse information that requires reading between the lines.

Writing skills are required in the preparation of training materials, reports and correspondence, to present information or positions clearly, concisely and persuasively to audiences who may be unfamiliar with material or in some cases unsupportive of desired initiatives.

Well developed verbal, presentation, facilitation and instructional skills are required in the delivery of presentations, workshops and training to managers, students, volunteers, public and other agencies. There is a need to gather and interpret information from a variety of sources and present this clearly and concisely, and to facilitate group discussion with audiences who may lack a background in the subject matter and/or who are long removed from a scholastic environment or who may initially lack a strong motivation to grasp the material.

Communication and interpersonal skills are required to organize and participate in meetings with Aboriginal organizations for the exchange of ideas and suggestions and to inform and guide local populations in the development of proposals for engagement; discuss or explain project activities while representing the CCG.

Mediation skills are required to resolve impasses or conflicts with contractors, other government departments, and aboriginal community as there is a need to consult with multiple interest groups who express conflicting views while representing the CCG.

Effective interpersonal skills are required on a one on one basis for providing explanation, feedback and correction, coaching and motivation to individuals who may have poor learning habits, or who lack confidence in their abilities.

Patient assessment and the extensive use of first aid, medical and diagnostic equipment requires a high level of fine motor and hand eye coordination and the ability to make trained fine sensory distinctions. This range of skills must be at a level to not only execute during operations but also to demonstrate and correct during training so that others may learn to perform at a high level.

Equilibrium, dexterity, and co-ordination are required along with acute visual and spatial skills during training and demonstrations that include the operation of fast rescue craft, the recovery of persons from the water, and the extrication, lifting, lowering or boat to boat transfers of personnel and equipment in a range of environmental conditions. A high level of expertise gained through significant experience and training is required to demonstrate skills and avoid injury to self and others.

Effort – Efforts

Intellectual effort, initiative and judgement are required in the design, development, and revision of instructional materials and exercises for IRB and SAR related training. This involves the interpretation of SAR policy directives and program standards, consideration of trends and probabilities, task analysis to identify gaps or deficiencies, the research, evaluation and synthesizing of information from various sources and the developing and testing of new methods or alternate strategies to address circumstances that are not always addressed through existing material.

Intellectual effort and judgement are required in the conduct of IRB and SAR instruction and exercises. The instructor must consistently impart critical related knowledge and practically applied skills in both group and one on one settings, using a variety of instructional techniques. There is a need for flexible and quick thinking to resolve both real and theoretical problems or barriers and to respond appropriately to questions or challenges posed by students who may themselves be quite knowledgeable and experienced.

Judgement is required to objectively assess and evaluate student performance against established criteria and to recommend appropriate corrective strategies.

Judgement is required in the evaluation of sites for IRB and SAR exercise scenarios that may take place in high risk environments and in the provision of emergency care in the event of incidents. There is a need to conduct assessments of hazards and consider the risks versus benefits of all evolutions. In cases of emergency there is a need to adapt and apply principles, gained through training and experience, to situations that may be complex but require immediate decisions.

Intellectual effort, initiative and judgement are required for participation on working groups related to training and the IRB Service or on special projects related to SAR. There is a need to conduct research and analysis of statistical and anecdotal information, to respond and debate constructively on a range of issues, to present persuasive and logical perspectives on issues of importance and to identify, define and propose solutions on issues of concern or conflict.

Intellectual effort, initiative and judgement are required when evaluating and/or adapting new equipment or suppliers to fill specific needs. This involves auditing, evaluating, and researching SAR and RS equipment (including on CG vessels) to determine whether existing equipment is adequate, keeping abreast of options and developments in the field, conceptualising on the adaptation or design of new or customised equipment and sourcing the best manufacturers and suppliers, and providing recommendations regarding the life-cycle management of same.

Intellectual effort is required when liaising, coordinating and developing MOU/contracts (ie. Training/search and rescue stations) specifications/requirements with various stakeholders. Work requires intellectual effort and judgement to develop terms and conditions of contracts and work accords, negotiate for resources in support of contracts for professional services and equipment as well as to negotiate work and practices, assess contract proposals against established criteria. Required to monitor MOU/contract deliverables.

Sustained attention is required to stay focused in front of a group while leading training courses that may last up to several weeks. There is a requirement to concentrate on the subject matter and the reaction of many individuals at the same time, being aware of time frames and despite outside distractions, and discussions or questions that may be off topic. Failure to maintain focus and pace can disrupt the exchange of knowledge which may result in improper emergency care in the field or the costly requirement for retraining.

Intellectual effort, initiative and judgement are required to monitor, and evaluate the diverse components of IRB services (up to six rescue stations), notably human resources and related expenditures in order to determine their level of operational preparedness as well as availability of primary SAR resources in accordance with regional and national SAR plans, and identify equipment and procedural deficiencies as well as the necessary corrective measures to be implemented.

Intellectual effort, initiative and judgement are required to investigate events and incidents involving the IRB resources and IRB personnel assigned to the delivery of SAR services, and draft information notes and incident reports for upper management.

Intellectual effort, initiative and judgement are required to evaluate and select IRB students for the positions of seaman and coxswain while taking into account their level of practical skills for operating a fast rescue craft, and for leadership, in the case of coxswains; judgement is also require to instruct and provide students with corrective measures in adhering to established procedures and practices.

Intellectual effort, initiative and judgement are required to organise and motivate CGA personnel so that SAR services are delivered professionally, to find mechanisms and ways of resolving different conflicts and disputes of professional organizations and groups involved that often have different and at times opposing interests, objectives and agendas.

Intellectual effort is required to establish (set-up search and rescue stations) and maintain infrastructure to inspect safety and readiness; to verify all are properly equipped; to monitor use, initiate corrective measures. Similar effort is required for closing stations and include ensure all program close-out measures are adhered to (ie. deactivating utilities, equipment is stored and winterized, close-out reports are completed and that paperwork for students including evaluations and leave procedures are completed.

Psychological/Emotional

Psychological/emotional effort is required when dealing with participants who have been unsuccessful in aspects of training despite sincere effort. It is important to be empathetic and yet honest about shortcomings so they may be counselled in how to improve.

Psychological/emotional effort is required to remain calm and think clearly during high stress, crisis or emergency situations that may arise during training, exercises or operations.

Psychological/emotional effort is required to maintain composure and professionalism at meetings and consultations with aboriginal community, where differences of opinion, cultural differences and strongly-expressed viewpoints can be expected.

Physical Effort

Physical effort is required during the conduct of rescue training and practical exercises. This involves demonstrating various patient lifting and carrying techniques (individual loads may exceed 50kg), emergency moves and spinal rolls, in water rescue skills and the recovery of persons from in water, and

the carriage, loading and boat to boat transfers of loaded stretchers. These exercises often take place on lifeboats or fast rescue craft in adverse sea states, in tight or confined spaces such as within the holds of vessels or on steep, uneven or slippery shorelines, and while wearing cumbersome protective clothing.

Effort is required when conducting classroom training; the work requires long periods of standing and moving about while staying energetic and dynamic.

Responsibility - Responsabilités

Management of Human Resources

Direct a seasonal staff of 6 students: this consists, in particular, in planning, coordinating and delegating responsibilities; establishing goals and priorities; determining human resource requirements; appraising performance; taking disciplinary measures; approving training and development activities (including the performance of staff during training and exercises); promoting organizational values; ensuring the occupational health and safety of the personnel. This responsibility is borne by the incumbent alone.

This position monitors and evaluates individual and SAR unit (CCG and SAR Partner) performance via the design and conduct of continued proficiency training and exercises, then recommends and/or conducts follow-up or corrective actions as appropriate.

Interpret and explain SAR procedures, standards and policies to the personnel of the Coast Guard, CCGA, IRB services and volunteers, as well as to other agencies and clients. Advise and motivate participants during drills, training and evaluation.

Advise and provide specialized support and assistance to CCGA members.

Supervise administrative support personnel and work colleagues applying measures associated with the hiring, training and evaluation of students in the IRB services.

Responsible for contact with officials from other federal departments, provincial and municipal departments, training authorities, other agencies and non-governmental organizations involved in the provision of SAR or emergency services (St. John Ambulance, Red Cross, etc), commercial organizations (cruise lines, ferry companies, etc) and international SAR partners. There is a requirement to establish and maintain a professional working liaison with other response agencies, training authorities, SAR and/or medical specialists and regulatory bodies in order to consult and define objectives for multi-agency exercises, including the allocation and commitment of financial, human, and technical resources.

This position is responsible for acting as a subject matter expert on SAR national working groups to provide data, interpretation and technical advice on SAR matters, to SAR partners, and at regional and national forum to develop national policies, procedures, and standards.

Performs as control and/or safety officer during exercises and provides response to SAR incidents that may arise during the conduct of these.

Performs duties in support of SAR coordination activities at Joint Rescue Coordination Centre (JRCC)/Maritime Rescue Sub Centre (MRSC) as required.

This work requires contact with officials of equipment manufacturing companies to discuss equipment and developments in the field of search and rescue in order to provide recommendations to management and partners on equipment acquisition.

Responsibility for the care and safety of participants is required during search and rescue exercises and classroom or on the water training. The number of persons involved in these exercises can range into the hundreds.

During training sessions and exercises, the position is required to lead and supervise instructors, students and supernumerary employees. During time of emergency or crisis, leads and directs employees, instructors and students in effective response to ensure best possible outcome is attained.

Assigns tasks and monitors crew performance during search and rescue incidents and training exercises.

Monitors crew (s) for compliance with regulations and procedures and addresses shortcomings.

Monitors crew (s) for stress related issues and arranges employee assistance when required.

Applies corrective action and disciplinary measures within delegation, where required.

Responsible for ensuring peers and assistants are getting proper rest and sustenance to reduce the stress levels in individuals and ensure peak performance, especially during periods of high physical, mental and emotional stress.

Financial Resources

Provides input into the budget process by preparing an annual work plan and by projecting SAR program requirements, recommending and providing cost estimates and cost/benefit analysis for new equipment acquisitions and inventory replacement.

Acts as a Project Manager by participating in the access and commitment of funds from regional and national budgets for goods and services (e.g. equipment upgrades, new initiatives, outfitting of new vessels), after assessing attributes of available suppliers, with authority to choose the best option as it relates to value/cost. Verifies that goods and services are received and appropriate.

Authorize and initiate expenditures in compliance with the budgets approved under the Financial Administration Act, Section 32. Authorize equipment purchases and payments to contract workers for professional and technical services. Use the credit and expenditure instruments issued and authorized by the government, such as acquisition cards, taxi chits, travel credit cards and calling cards, for the purposes of IRB services operations.

Technical (responsibility for product, for quality) Management of Technical Resources

Initiative and judgement are required to:

Serve as CCG subject matter expert, has significant latitude to affect the nature and methods of training, the procedures and equipment utilized, and is responsible for the overall quality of training delivered to trainees and thus the quality of rescue and care provided to survivors of SAR incidents and CCG crews.

Initiative, creativity and a high level of organizational skills are required in the development, planning, delivery and evaluation of multi-agency search and rescue exercises. These exercises are often the culmination of a lengthy and complex planning cycle and can significantly impact the CCG relationship with partner agencies and the quality of emergency response to future events.

Responsible for the use, custody and maintenance of a large inventory of specialized medical, first aid and rescue equipment (e.g. inhalation re-warming equipment, medical gases, ventilators, extrication devices,

jump kits, etc.). This equipment is also used by other instructors, students and Rescue Specialists onboard CCG's vessels.

Develop new approaches to resolve operational problems and to adapt standard practices to the marine search and rescue environment.

Operate government Search and Rescue small craft and Fast Rescue boats, including use of Radar, Electronic Chart, and marine communication safety systems. Government vehicles towing trailers with large vessels, Search and Rescue and advanced First Aid equipment, personal computer, peripheral equipment, files.

Working Conditions - Conditions de travail

Physical Environment

The work is performed in a variety of environments, including that of a standard office, in classrooms in a range of facilities, and on board vessels large and small in port and at sea.

Regular activities include training on fast rescue craft where there is exposure to extremes of weather and sea conditions, cold temperatures, noxious substances, vibration and jarring impacts. Rescue simulations often involve moving or extricating patients, working within cramped or confined spaces, below decks, at heights, on steep or slippery shorelines, and in water.

Focused attention, skilled technique, maintenance of physical fitness and strict adherence to proper body mechanics as well as the appropriate use of personal protective equipment is necessary to minimize the likelihood of serious acute or chronic disabling injuries.

Psychological Environment

There is a requirement to accommodate multiple demands, tight deadlines and changing or conflicting priorities in the development, coordination and delivery of training activities, which may lead to stress.

There is requirement to work in an isolated area for an extended period time which causes stress to oneself and to the family situation.

Additional Information - Information additionnelle

Not applicable

Garapick, Peter

From: Vézina, Sylvain
Sent: April-25-17 14:46
To: Garapick, Peter
Subject: RE: IRB North - location

No dates yet, I would say mid May for a draft for me and Julie so that we go to OEB and MB and of M , early June?

Sylvain

De : Garapick, Peter
Envoyé : 25 avril 2017 14:30
À : Vézina, Sylvain <Sylvain.Vezina@dfo-mpo.gc.ca>
Objet : RE: IRB North - location

Roger.

When would this presentation be required?

Note, while no location option has been suggested to outside agencies or people, I have engaged our artners in Govt Nunavut for input on factors on which we are basing our decision on relative to various locations. Th are trusted partners and I have recently, last week, reasserted that no mention of potential location be discussec /ith anyone beyond themselves.

Peter G

Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Vézina, Sylvain
Sent: April-25-17 2:25 PM
To: Garapick, Peter
Subject: IRB North - location

Hi Peter, for the location, we will need a presentation with the analysis of the situation, develop 3 options for location with pros and cons and a recommandation.

This has to be kept within CCG until we brief senior management.

Thank you!

Sylvain

Deroon, Lisa

From: Thompson, Steve A
Sent: May 30, 2017 2:49 PM
To: 'Udlu Hanson'
Cc: Garapick, Peter; Chadwick, Harry; [redacted]
Subject: RE: NTI - CCG Meeting - SAR in the Arctic

s.19(1)

Good Afternoon Udlu,

Thank you very much for agreeing to meet with us. Would we be able to organize something at your office for **0900 on Tuesday, June 6th**?

From our end, we will have the following CCG personnel in attendance:

- Harry Chadwick – Regional Director, Incident Management
- Peter Garapick – Superintendent, Arctic SAR
- Steve Thompson – Senior Analyst, Strategic Business Management

Thank you very much - in advance - for your assistance, and we are looking forward to our meeting.

Kind Regards,

Steve Thompson
Analyste principal, Gestion stratégique des affaires; Services de gestion intégrée des affaires
Garde côtière Canadienne / Région du Centre et de l'Arctique / Cell: 438-993-4622
steve.thompson2@dfo-mpo.gc.ca

Senior Analyst, Strategic Business Management; Integrated Business Management Services
Canadian Coast Guard / Central and Arctic Region / Cell: 438-993-4622
steve.thompson2@dfo-mpo.gc.ca

From: Udlu Hanson [mailto:UHanson@tunngavik.com]
Sent: 29 mai 2017 16:06
To: Thompson, Steve A
Cc: Garapick, Peter; Chadwick, Harry; [redacted]
Subject: RE: NTI - CCG Meeting - SAR in the Arctic

Hello,

Yes, it was a very informative meeting. Good to meet speak with you too.

I am interested and available to meet with you on the 6th. I may have a couple of others with me at the meeting depending on their availability. Please indicate a time. We can host you here at the NTI office in the RBC Building on the 3rd floor.

Nakurmiik,
Udlu

From: Thompson, Steve A [mailto:Steve.Thompson2@dfo-mpo.gc.ca]
Sent: May-29-17 4:00 PM
To: Udlu Hanson <UHanson@tunngavik.com>
Cc: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Chadwick, Harry <Harry.Chadwick@dfo-mpo.gc.ca>; [redacted]
Subject: NTI - CCG Meeting - SAR in the Arctic

s.19(1)

Good Afternoon Udlu,

It was very nice to speak with you last week at the Arctic Marine Advisory Board and Canadian Marine Advisory Council meetings in Montreal, and I hope you found them a valuable forum for knowledge exchange. On this note, there are three of us from the Canadian Coast Guard who are travelling to Iqaluit next week to meet with Ed Zebedee and Minister, Joe Savikataaq, and wonder if you are available for a meeting on Tuesday June 6, in the early morning?

As you may know, we are considering the establishment of a seasonal inshore rescue boat in the Arctic, similar to the 25 that are located in the south from coast to coast, including the Great Lakes. These are known as Inshore Rescue Boats (IRB) and are run by students who are attending university or college. Our goal is to have young people from the Arctic run this IRB; we are looking at the "student status" requirements that are used in the south to determine the appropriate qualifications for Inuit working at the IRB North station.

We would like to meet with you to discuss the overall initiative, and to ensure we have considered all aspects that we should as we move forward to have a permanent seasonal SAR station in the Arctic.

Look forward to speaking with you to confirm a meeting time next week.

Kind Regards,

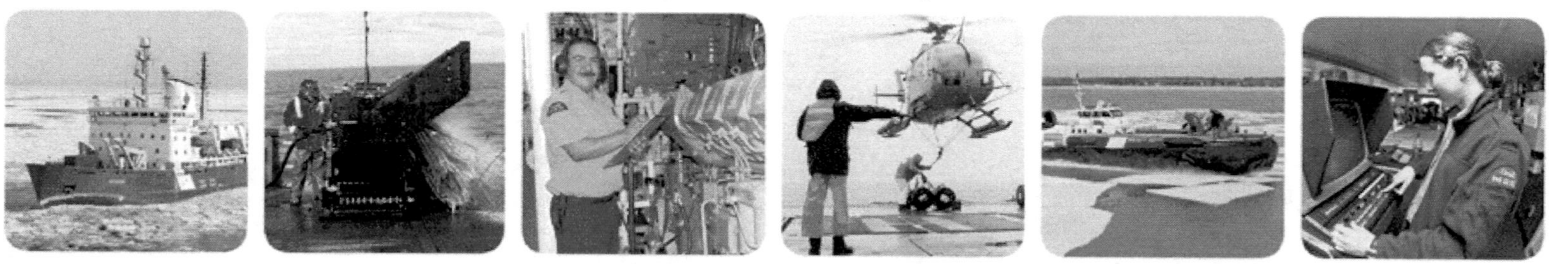
Steve Thompson
Analyste principal, Gestion stratégique des affaires; Services de gestion intégrée des affaires
Garde côtière Canadienne / Région du Centre et de l'Arctique / Cell: 438-993-4622
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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Safety First, Service Always



Oceans Protection Plan
Inshore Rescue Boat North – Project 8H310

Central & Arctic Region

May 31, 2017

Canada

Purpose

- **To provide C&A Assistant Commissioner with a status update on the Project Charter phase for the OPP Inshore Rescue Boat (IRB) North initiative and obtain AC approval to submit Project Charter to National HQ**

- IRB North project contributes to the Ocean Protection Plan Pillar I aligning to the following:
  - Augment the search and rescue capacity of the Canadian Coast Guard in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified
  - Ensure that the Coast Guard is equipped to continue to successfully deliver the maritime component of the federal search and rescue system
  - Enhanced prevention and response to marine safety and pollution incidents
  - Increased federal monitoring and on-water response capacity

- IRB North project complements the New SAR Lifeboats project as well as the increased capacity Arctic Coast Guard Auxiliary in the Arctic

- IRB North project will ultimately implement a permanent seasonal IRB Station in the Arctic, consisting of trained Arctic personnel, to support increased near-shore search and rescue operations

IRB North – Project Objectives

Plan, Build, and Operationalize IRB North
- Project Cost: $10.434M = $7.775M Capital + $2.569M O&M
- Ongoing: $0.420M Ongoing

2017 – 2018 Fiscal Year
- Evaluate the recommendations from the Winter 2017 IRB North Station Location Assessment Team, which built on work done by the CCG Auxiliary Arctic Expansion Team in 2016/17, to identify a suitable location for the IRB North station
- Assess and select the most appropriate IRB North station location and crewing model to maximize Indigenous participation
- Fall-Winter: Conduct a local recruitment drive in Arctic communities – to recruit crew for the new IRB North station's 2018 inaugural season
- Assess and select the most appropriate IRB North rescue vessel type and initiate the procurement process
- Finalize requirements and specifications for interim and permanent IRB North stations

2018 Season
- Hire and train local (Arctic) IRB North crews (Spring/Summer 2018)
- IRB North station in the Arctic is fully operational with interim station for the 2018 season
- Commence preparations and construction of permanent station for 2019 season

2019 Season
- Complete build of permanent IRB North station
- Complete transition from interim IRB North station to permanent station

Ongoing stakeholder engagement throughout project and ensuing operations
(CCG C&A, HQ DFO & CCG, Inter-Departmental, and Government & Community)

IRB North – Project Charter Summary (1/2)

Key Stakeholder Groups

- C&A Stakeholders
  - ITS, SAR Programs, Fleet, IBMS, Communications, Safety & Security, DFO HR
- HQ Stakeholders
  - Communications, National Strategies, OPP National PMO, Operations, DFO
- Inter-Departmental Stakeholders
  - RCMP, DND (RCAF, Canadian Rangers)
- Government & Community
  - Government of Nunavut (GN), Government of North West Territories (NWT), Katavik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI)

Key Project Milestones, based on the key requirement segments below, will be identified and align with overall Project Objectives and associated timeline

- Operational & Technical
- Vessels, Trailers, and Trucks
- Location Specific Criteria & Site Installations Specifics
- Recruitment, Staffing & Training
- Government & Community Engagement
- Operations & Maintenance
- Secure, Build, Equip, and Operationalize Station
- Shipping & Transport
- Evaluation, Acceptance & Complete Transition to Operations

Project Charter & WBS

- Will leverage other project charters from New SAR Lifeboats, Auxiliary Expansion / Arctic Search & Rescue Review, Increased Presence in the Arctic

Requirements & Implementation Plan

- Will reference same artifacts identified above, along with input from CCG OPP C&A Implementation Lead, IRB North National Project Manager, and SAR Officer familiar with Arctic operations & the expansion of CCGA

IRB North – Project Charter Summary (2/2)

Key Constraints
- Interim IRB North operations start June of 2018 season
- Permanent IRB North operations start 2019 season
- Shipping and Transport time windows to the Arctic in 2017 for 2018 season and in 2018 for 2019 season
- Key Stakeholders (including Arctic Governments and Arctic Communities) permissible operating parameters
- Arctic environmental factors

Key Assumptions
- Key Stakeholders (including Arctic Governments and Arctic Communities) agreement to implement IRB North station within project objectives timeline
- Sufficient indigenous capacity to staff IRB North station
- Availability of shipping and transport during Arctic operating season, and availability of secure winter storage in Arctic

Key Dependencies
- Collaboration with other OPP initiatives that engage indigenous coastal communities
- Willingness and availability of Key Stakeholders (including Arctic Governments and Arctic Communities) personnel and resources

Key Issues (event or situation *has occurred*)
- Until the location of the station is announced by the Minister of Fisheries and Oceans and the Canadian Coast Guard, the project team can only undertake planning activities

Key Risks (event or situation *may occur*)
- Although the recommended location is put forth by the CCG for the station location, this may be changed by the Minister, further delaying project planning and implementation
- Time needed with all key stakeholders to fully define appropriate interim and permanent station requirements and their associated implementation plans may negatively impact project objectives timeline
- Arctic environmental factors may negatively impact timelines for shipping, transport, building and equipment of interim and permanent stations
- Competition for employment of indigenous personnel in the region may lead to challenges in recruitment and staffing, and negatively impact the timelines associated with the operations of the interim and permanent stations

Project Charter Constraints, Assumptions, Dependencies, Issues, and Risks
- Will leverage other project charters from New SAR Lifeboats, Auxiliary Expansion / Arctic Search & Rescue Review, Increased Presence in the Arctic, along with input from CCG OPP C&A Implementation Lead, IRB National Project Manager, and SAR Officer familiar with Arctic operations & the expansion of CCGA

IRB North – Communications Plan

Stakeholder Engagement – Location Sign-Off

- Meeting: June 5th between National Project Manager, Regional Director Incident Management, Office of the Assistant Commissioner, and Minister of Government and Community Services for the Government of Nunavut
- Meeting: June 5th between National Project Manager, Regional Director Incident Management, Office of the Assistant Commissioner, and Executive Director, Nunavut Impact Review Board
- Meeting: June 5th between National Project Manager, Regional Director Incident Management, Office of the Assistant Commissioner, and Chief Operating Officer, Nunavut Tunngavik Inc.

- Assuming support is obtained by all parties mentioned above, a recommended location will be provided to the Minister of Fisheries and Oceans and the Canadian Coast Guard through the Commissioner, CCG.

Ministerial Announcement

- The Minster of Fisheries and Oceans and the Canadian Coast Guard has indicated that the announcement will be made from his office.
- Date and Location of the announcement TBD

Risks: Communications Delay or Modification

- Until the location of the station is announced by the Minister of Fisheries and Oceans and the Canadian Coast Guard, the project team can only undertake planning activities
- Although the recommended location is put forth by the CCG for the station location, this may be changed by the Minister, further delaying project planning and implementation

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

EKME# 3787142

OCEANS PROTECTION PLAN

Project 8H310

In-shore Rescue Boat North (IRB)

SALUTI PRIMUM AUXILIO SEMPER

Canadian Coast Guard

Project Charter

Canada

Record of Amendments

#	Date	Description	Initials
	Various	Working Drafts	PG
	2015/05/31	Final Version for Submission to National HQ	PG

Approvals

PROJECT MANAGER Peter Garapick Superintendent Arctic SAR	Approved: [signature] Date: 2017-6-01
PROJECT LEADER James Forsythe C&A OPP Implementation Team Lead	Approved: [signature] Date: 2017-5-31
PROJECT DIRECTOR Sylvain Vezina Regional Director Programs C&A	Approved: Vezina, Sylvain — Signature numérique de Vezina, Sylvain DN : c=CA, o=GC, ou=DFO-MPO, cn=Vezina, Sylvain Date : 2017.06.07 14:18:10 -04'00' Date :
PROJECT SPONSOR for J Gascon Assistant Commissioner C&A	Approved: [signature] Date : 2017-5-31
PROGRAM DIRECTOR G Ivany Senior Director, Change Leadership Implementation Management	Approved: Date:

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Section 1 PROJECT OVERVIEW

1.1 EXECUTIVE SUMMARY

On November 7, 2016, Prime Minister Trudeau announced Canada's Oceans Protection Plan (OPP), which is an ambitious whole-of-government approach that involves working with the provinces and territories, Indigenous communities, industry, environmental organizations, coastal communities and a host of other partners to further protect our coasts and waterways.

The CCG will contribute to the four main priority areas of the Oceans Protection Plan, which include:

I. Creating a world-leading marine safety system that strengthens responsible shipping and protects Canadian waters through new preventive and responsive measures, such as improved navigational charts developed by the Canadian Hydrographic Service.
II. Preserving and restoring marine ecosystems using new tools and research, while taking key measures to deal with abandoned boats and wrecks.
III. Strengthening partnerships with Indigenous communities, including new information-sharing systems and improved local emergency response capacity.
IV. Investing in oil spill response methods to ensure that evidence-based decisions are taken in environmental emergencies.

The In-shore Recue Boat North (IRB) project will complement the SAR Lifeboats project as well as the creation of the Arctic Coast Guard Auxiliary Region project and will contribute to pillar I and will consist of the following:

The Coast Guard has primary responsibility for the provision of the maritime component of the federal search and rescue system. While Canada enjoys a strong safety record on its waters, incidents do occur and effective search and rescue missions must take place to minimize lives at risk.

Currently, the Arctic is the only one of Canada's three coasts that doesn't have dedicated federal search and rescue resources, outside of the federally funded volunteer units of the Coast Guard Auxiliary. The location of this seasonal station will be determined through site visits and data analysis during the 2017 navigation season, which will also take into account the most appropriate location and crewing model to maximize Indigenous participation. This initiative will complement the creation of the Arctic Canadian Coast Guard Auxiliary branch.

- Augment the search and rescue capacity of the Canadian Coast Guard in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified.
- Ensure that the Coast Guard is equipped to continue to successfully deliver the maritime component of the federal search and rescue system.

1.2 PURPOSE AND OBJECTIVES

1.2.1 Purpose

A seasonal In-shore Rescue Boat station, consisting of trained local personnel will be implemented in the Arctic to support increased near-shore search and rescue operations. This initiative will complement the creation of the Arctic Coast Guard Auxiliary Region.

1.2.2 Objectives

Purpose	Objectives
Creation of an Inshore Rescue Boat station in the Arctic Region.	Provide local SAR capacity to respond to maritime incidents in relative proximity to save lives.
	Reduce reliance in the IRB Area of Responsibility (AOR) on external resources such as RCAF air resources coming from the south or CCG icebreakers being redirected from program elsewhere in the Arctic that both involve long response times and are costly relative to their effectiveness.
	Build a Maritime SAR capacity within the community, operated by indigenous young people from the Arctic which will act as a foundation for expansion local M-SAR response across the Arctic.

1.2.3 OUTPUTS AND OUTCOMES

Outcomes

This initiative falls under the State-of-the-Art Marine Safety System pillar and supports the achievement of the following thematic and shared initiative outcomes:

Thematic Outcome: Canada's marine safety system is better positioned to prevent and respond to marine safety and pollution incidents

Shared Outcome for Initiative: Enhanced federal monitoring, coordination and on-water response capacity

The key performance indicators: 1) trend in 24/7 federal capacity to monitor and respond to on-water incidents (capacity defined as people, equipment and training); and, 2) Percentage of lives saved relative to total reported lives at risk in the maritime environment

Target Dates	Key Outputs
Project Year 1 2017-18 FY (2017 Season)	• Evaluate the recommendations from the Winter 2017 IRB North Station Location Assessment Team, which built on work done by the CCG Auxiliary Arctic Expansion Team in 2016/17, to identify a suitable location for the IRB North station • Assess and select the most appropriate IRB North station location and crewing model to maximize Indigenous participation • Fall-Winter: Conduct a local recruitment drive in Arctic communities – to recruit crew for the new IRB North station's 2018 inaugural season • Assess and select the most appropriate IRB North rescue vessel type and initiate the procurement process • Finalize requirements and specifications for interim and permanent IRB North stations
Project Year 2 2018-19 FY (2018 Season)	• Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crews (winter/spring 2018) • Inshore Rescue Boat - North station is fully operational in an interim configuration for the 2018 season – boat, truck, trailer, accommodations, storage • GT-05 Supervisor on-site and mentoring and training new crew members. • Construction of permanent IRB North station commences
Project Year 3 2019-20 FY (2019 Season)	• Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crews to replace non-returning crew (winter/spring 2019) • Open permanent station facilities; familiarisation process. • Monitor operations, evaluate season performance, recommend improvements.
Project Year 4 2020-21 FY (2020 Season)	• Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crews to replace non-returning crew (winter/spring 2020) • IRB North operates without Supervisor; monitor operations • Season Evaluation; Recommend changes and improvements
Project Year 5 2021-22 FY (2021 Season)	• Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crews to replace non-returning crew (winter/spring 2020) • Project Review; Season Evaluation; Recommend steps forward

Section 2 PROJECT ORGANIZATION

2.1 KEY STAKEHOLDERS

2.1.1 Project Sponsor (PS)

Mme. Julie Gascon
Assistant Commissioner – Canadian Coast Guard (CCG)
Central & Arctic Region (C&A)
105 McGill St. Montreal
514-283-0050

- Advocates for the Project - Recommends project outcomes and deliverables to Commissioner;
- Defines the essential operational requirements through detailed mission analysis work conducted with the project team;
- Delegates responsibilities to the Project Sponsor Representative (Also known as the Project Director);
- Plays a key role in coordinating input from project stakeholders.
- Approves Project Charter;
- Endorses PPAD (if applicable – PPADs may not be required for some initiatives), and EPAD;
- Assigns a Project Director; provide ongoing guidance to the Project Director;
- Liaises closely with the Project Leader;
- Endorse significant project decisions and project documents
- Chair Project Steering Committee meetings (if applicable); attend after transition to implementer;
- Approve Project Close Out Report (PCOR).

2.1.2 Project Director (PD)

Regional Director, Incident Management CCG C&A
Montreal, Quebec

- Represents the Project Sponsor and is responsive to the Project Manager;
- Holds Project Leaders accountable for meeting objectives, producing deliverables, conducting reviews, and communicating changes to all impacted areas;
- Meets with Project Leaders and Project Manager as required, to review project timeline, key milestones, and outstanding issues. Communicates with stakeholders;
- Validates and endorses project documents and ensures project is delivering on outcomes;
- Supports Project Charter development;
- Develops of PPAD (if applicable) and EPAD;
- Monitors project issues, risks and communicate them to stakeholders, as required;
- Accepts project on behalf of the Project Sponsor;

- Participates in Close-Out; Provide partner perspective for Project Close Out Report;
- Attends Project Steering Committee Meetings;
- Supports post project review, as required.

2.1.3 Project Leader (PL)

James Forsythe
C&A OPP Implementation team lead
5210 Exmouth St
Sarnia, ON
(519) 383-1920

- Project Leader is accountable to the Project Sponsor and Senior Management throughout the duration of the project for the successful achievement of project objectives and ensures that the project complies with government, departmental and CCG policies and direction in achieving its objectives;
- Defines / refines the scope, schedule and resource requirements for the project; Oversees the management of project scope, risk and change management issues and provides decisions on significant issues or, if required, elevates to the Project Director;
- Mobilize the people, organizations, projects and related activity required to achieve the project objectives;
- Deliver all communications/documentation products required to maintain situational awareness on project evolution;
- Chairs Project Steering Committee, after transition mutually agreed with the Project Sponsor;
- Approve Project Charter;
- Endorse PPAD (if applicable), EPAD;
- Provide ongoing leadership and guidance to the Project Manager and the Project Team;
- Liaise closely with the Project Sponsor;
- Approve Project Close Out Report.

2.1.4 Project Manager (PM)

Peter Garapick
Superintendent, Arctic SAR
Sarnia, ON, 519.312.4552

- Leads the Project Team towards the attainment of the project objectives defined in the Project Charter;
- Project Manager has a direct report to the Project Leader;
- Develops and maintains formal progress reporting mechanisms to Senior Management through the CROPP PMO;
- Manages project scope, risk management and change management issues and elevates issues to Project Leader;
- Prepares and submits bi-monthly project updates and monthly consolidated detailed Project Reports to the CROPP PMO;
- Communicates with all levels of stakeholders as required.
- Development of Project Charter, Project Risk Log , Project Implementation Plan, Project Close Out Report;

- Develops or support development of other project major documents; TSOR, RFP, Bid Evaluation, etc.;
- Initiate Project Change Requests (PCRs) and secure their approvals;
- Close-Out: Ensure project acceptance, all documentation collected including a completed Project Close Out Report, WIP accounts closed;
- Interact closely with Regional Project Managers on all aspects of Project Implementation efforts;
- Support PPAD, EPAD development if required.

2.1.5 Regional Project Officer (RPO)

Steve Thompson
Officer, Arctic SAR Team.
Sarnia, ON
438.993.4622

- Work as a member of the project team and the community as a whole to help coordinate all regional activities that support the successful delivery of the project;
- Manages all aspects of the project within their area of responsibility;
- Ensure that all reports and updates are forwarded to the National Project Manager.
- Supports the development of Project Charter, Project Risk Log, Project Implementation Plan and Project Close Out Report;
- As the key point of contact the Regional Project Officer will Interact closely with the Regional Project Manager on all aspects of Project Implementation efforts;
- Will manage project scope, risk management and change management issues and elevates issues to the Regional Project Manager.

2.1.6 Functional Authorities

Regional Functional Real Properties
Eric Sands

Regional Functional Marine Engineering
Ken Aker (Procurement), Ralph Wilhelm (Maintenance)

Regional Functional Project Officer
C&A GT-05 (Steve Thompson)

- Work as a member of the project team and the community as a whole to help coordinate all regional activities within their area of responsibility that support the successful delivery of the project;
    - Specific deliverables:
        - Work with DFO CCG Communications Officer to manage message of establishment, recruitment and mobilisation of IRB North station.
        - Ensure stakeholders and partners are engaged and informed as required.

    - Extend invitations to key Indigenous bodies such as the Nunavut Planning Commission and the Nunavut Impact Review Board and Nunavut Tunngavik Incorporate (NTI)l
- Manages all aspects of the project within their area of responsibility;
- Provide bi-weekly project updates and monthly detailed Project Reports to the National Functional Project Manager.

Functional Authority (Operational)

Steve Thompson - C&A Arctic Project Team Officer with support from C&A Regional IRB Coordinator (Mandy Bartley) and NHQ SAR Program Officer (TBD), NHQ Training (Jean Frenette)

- Provides support in the preparation of the Operational Statement of Requirements. - Ensures that national operational program requirements are incorporated into their specific assigned project under the CROPP Program and provides functional operational support to the Project;
  - Specific deliverables:
    - Ensure IRB North meets established operational standards
    - Equipment being purchased meets southern specifications and will be operational in a northern environment
    - Establish lines and levels of medical support for isolated IRB North station.
- Will be responsible for preparing and conducting a Proof of Performance Test where and when applicable.
  - Specific deliverables:
    - Annual validation of project target delivery and program analysis report.

Functional Authority (Policy on Indigenous Engagement)

Bruno Bond – Arctic SAR Project Team Officer

- Provides policy direction and guidance to be observed during the implementation of OPP initiatives. – Ensures that CCG related Government of Canada policies and indigenous engagement areas of alignment are considered and provides functional policy support to the Projects.

2.1.7 Other

Regional Project Management Office (PMO)

Michael Davids – C&A RHQ PM Officer (ongoing TBD)

- Provision of project management expertise in line with CCG standards
- Supports PMs with updating project documentation and reporting related to the projects

- Supports Regional OPP implementation team members with reporting related to staffing and accommodation deliverables for projects and other OPP program elements.
- Aligns regional reporting formats to national requirements.

2.2 COMMITTEES AND WORKING GROUPS

2.2.1 Project Steering Committee (PSC)

- Purpose - The Project Steering Committee (PSC) is a senior management level committee set up for a complex project to provide oversight, guidance and direction on major issues and activities.
- Chaired by Project Director
- Participants – OPI's for each initiative, core team members, RD representative of executive boards
- Agenda – Reports by exceptions on project – areas in red or yellow; progress reporting on a national perspective
- Frequency – As required

2.2.2 Other Committees

Not applicable

2.2.3 Project Working Groups (PWG)

- Chaired by Project Leader
- Participants – Regional Superintendents SAR and Marine Engineering.
- Agenda – Progress reporting with emphasis on areas in red or yellow, common issues, milestones and risk management.
- Frequency – as required

Section 3 PROJECT DESCRIPTION

This Chapter describes OPP Project 8H310 deliverables, budget, key milestones, assumptions, constrains and anticipated risks.

3.1 SCOPE & DELIVERABLES

The project scope outlines project deliverables and the work required to create those deliverables.

The project will span fiscal years 17/18 to fiscal year 21/22 resulting in an ongoing operational Inshore Rescue Boat in the specified Arctic community.

The project will leverage the pre-existing Fleet SAR capacity in the Arctic, RCAF resources available from southern bases, the established and growing CCG Auxiliary units based in Arctic communities and local first responders managed by the Government of Nunavut, such as fire fighters, ground SAR groups, nurses as well as Canadian Rangers in subsequent project years and beyond

The project will provide the mechanisms and persons responsible to oversee the annual planning requirements, validation of results and allocation of project funding in line with the results achieved.

Key Deliverables include:

The establishment of a permanent but seasonally operational Arctic Ocean based Inshore Rescue Boat Station staffed by well-trained young Inuit.

Annual validation reports which will look at annual achievements as compared to established and agreed to targets. This report will be suitable for sharing internally but also with external stakeholders and partners.

In 22/23, a seamless addition of the 26th IRB Station in Canada, meeting the same standards as each station located across the country, east, west, south and north.

3.2 BUDGET & FINANCIAL REPORTING

3.2.1 Financial Coding

The table immediately below is consistent with the TBS budget as originally approved.

Bundle	Initiatives	VOTE		2017-18	2018-19	2019-20	2020-21	2021-22	Five Year Total	Ongoing
6.2 On-water presence and response capacity	Inshore Rescue Boat North (IRB)	OPERATING	Salaries	179,662	179,662	139,351	139,351	139,351	777,376	139,351
			O&M	267,476	346,693	299,597	299,597	299,597	1,512,961	299,597
			EBP	35,932	35,932	27,870	27,870	27,870	155,475	27,870
			Accommodations	23,356	23,356	18,116	18,116	18,116	101,059	18,116
			SSC Premium	4,900	4,900	4,200	4,200	4,200	22,400	4,200
		CAPITAL	Salaries						-	
			O&M	7,775,000					7,775,000	
			EBP	-	-	-	-	-	-	-
			Accommodations	-	-	-	-	-	-	-
		GRANTS AND CONTRIBUTIONS	GRANTS AND CONTRIBUTIONS	-	-	-	-	-	-	-
				8,286,327	**590,544**	**489,134**	**489,134**	**489,134**	**10,344,272**	**489,134**

3.2.2 Financial Coding

OPP Inshore Rescue Boat North financial code is provided at the table below:

Responsibility Centre	Business Line	Project Code
C9A47	R70	8H310

3.3 MILESTONES

OPP Project Initiative #8H310 key milestones and their deadlines are identified in the following table:

	Date (to be) achieved (mm/yy)
COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	06/17
COMPLETE PM DOCUMENTATION	08/17
COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	08/17
COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	10/17
SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	08/17
COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	11/17
COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	03/18
COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	04/18
COMPLETE TRAINING OF IRB NORTH CREW	05/18
DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	06/18
COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION	06/18
COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION	09/18
SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION	04/18
COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	06/18
COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	10/18
COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	03/19
COMPLETE TRAINING OF IRB NORTH CREW	05/19
COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES	05/19
DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	05/19
COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	05/19
COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	06/2019
COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	09/19

3.4 ASSUMPTIONS & CONSTRAINTS

The Project assumptions and constrains, listed below, will be monitored and modified, as necessary, throughout the life of the project.

3.4.1 Assumptions

- Acquisition of land (rental/lease) will be possible
- DFO RP's / PSPC capacity to acquire site
- Regional skilled resources will be available for construction.
- Implementation of long term SAR IRB station will take place over 2 years.
- Commercial off – the – shelf equipment that meets technical specifications will be available in location
- Construction methodology (modular, stick frame, trailers) will be suitable for the environment
- Sufficient harbour depth for location of floating docks or new docking arrangement.
- Suitable location for the docking facility is available at the location.
- Refurbishing of existing facilities on location
- Indigenous engagement for location in Nunavut – land claims?
- Indigenous employment – construction phase
- Historical and archeologically sensitive sites in Nunavut
- New vessel acquisitions will take longer than expected causing delays in delivery.
- New 250 series pick-up truck purchased, shipped and delivered to IRB station location via CCG in 2017

3.4.2 Constraints

3.4.2.1 Technical Constrains

- New class of IRB vessel will be required for operations at this station
- Technical aspects of the new vessels to be considered during the construction phase:
  - Additional fuel capacity
  - Onboard hydrography capabilities (CHS Burlington)
  - ER capabilities on vessel if deployment of boom or other equipment is needed
  - Updated communications package with built in redundancy
  - Additional parts stored at station for quick repairs to vessels – this included the second SAR capable vessel as a backup if needed

- Secondary vessel on site as backup for operations
- Redundant equipment and maintenance options

3.4.2.2 Operational Constraints

- Delays to construction of new station may be caused by severe weather conditions in area
- Ice conditions in area of new station may delay the start of the operational season
- Delays in the delivery of the vessels to the site could extend the start date of the season if not actioned by July 2017
- Start construction of new IRB station in 2018 and completed same year, this would include the shipping of the required building supplies in spring 2018
- Contacts with shipping companies will need to be in place by fall 2017 for delivery spring 2018
- Site plans will need to be finalized summer of 2017 with approvals (all levels)
- All aspects of the project must be compatible to a cold and hostile environment
- Storage of all SAR station equipment and operational assets.
- Lack of operational knowledge of the area 2018 / 2019 this will also include the lack of navigational aids for most if not all areas in the Canadian Arctic.
- Secure dockage, sheltered acreage and ease of recovery from beach.
- Means to protect personnel and equipment from the environmental factors including wildlife.

3.4.2.3 Resource Constraints

- If the vessels are not complete within a suitable time frame the program will lose the window to ship the vessels north on a CCGS this could cause a substantial increase in the cost to program
- Accommodations and office space are limited in the north, regardless of location for the 2018 season it is posable that the crews may be required to use commercial accommodations in the event that a suitable station location can be secured.
- Additional transportation costs for crew changes may be incurred depending on the home location of the students
- Seasonal closure of the IRB station and storage of the vessels and other operational equipment in a secure location for 8 mounts.

3.4.2.4 Project Management Constraints / Business Rules

Contingency funds: Normally, Project Manager has authority to manage the project budget, minus the allotted contingency funds. Should contingency funds be necessary to mitigate a project risk, the PM must secure a Project Change Request (PCR) approval through the Project Leader or PSC, as appropriate.

Project delays: Project Manager (PM) has the authority to manage the overall project schedule and adjust work slippage up to a maximum of one calendar month. The rational and risk mitigation strategy shall be reported in the current month Project Progress Report. If the project team identifies an issue or risk that delays a key project milestone or progress payment beyond one calendar month, the PM shall advise the Project Leader or Project Steering Committee, as applicable, of the issue and recommend appropriate mitigation options. The issue shall be fully documented in the Project Progress Report and the Project Risk Log. Should the delay extend beyond 60 days, the issue shall be escalated. The Project Manager will need to coordinate with the OPP Project Management Office.

Risk / issue escalation: a risk that is reporting yellow dashboard on the National Project Progress Report (National PPR) for two consecutive months shall be reported red in the next reporting period. It will remain red until such time as the Project Leader or Project Steering Committee has been briefed, action taken to mitigate the risk and the Project Change Request approved, as necessary.

ILS-related project funds: Not applicable. Project Manager shall ensure the project budget forecasted in the PPAD /EPAD for Integrated Logistic Support deliverables such as, cost of training, spare parts, maintenance plan etc., are allocated and expended for this purpose and is not authorized to reallocate for other project costs.

3.5 RISKS

Risk	Category	Impact	Probability	Risk Level	Mitigation
Failure to secure adequate dockage or mooring facilities for two vessels in a secure location. If required the vessels could be stored on a trailer at the station location. Year one 2018 would require a fenced compound for	Project Management	Low	Low	Low	The use of a portable launch ramp should be explored as a secondary arrangement for launch and recovery operations.

security, in subsequent season steps can be taken to provide a dockage or mooring arrangement. The possibility remains that a suitable docking arrangement may not be posable; this would require the vessel to launch from the beach on all tasking or training events.					
Failure to negotiate agreement for use of land with the GN and Inuit land claim agreements, would significantly delay the timeline.	Client and stakeholder relationship	Moderate	Low	Low	This is unlikely to happen given the relationship with the GN, community consolation will be required with the selected community. The location of the station could be moved to another community in the Arctic (Nunavik, NWT or Nunavut).
Lack of suitable skilled trade to complete station build for the 2019 operational season could significantly delay the timeline.	Project management	Moderate	High	High	Possibility of DFO/CCG construction crew on site of the build. Consolidation with the Arctic College for student assistance in the build process 2018. Delivery of STL Sector IRB New Design portable accommodation as interim measure.

Delays in delivery and operationalizing capital equipment as a result of procurement issues could result in significant timeline delay.	Contract administration / time lines	Moderate	High	High	Identify high impact capital items (vessels, trucks, trailers accommodations) and develop a back-up for operational requirements 2018 IRB season.
Delays in procurement process for vessels or suitable SAR platform. Failure to acquire suitable vessels for the station will result in a nonoperational status of the unit and could result in significant timeline delay.	Project Management	Moderate	High	High	Non modified vessel purchased from manufacture may be suitable for operational season in 2018 Existing fleet vessel could be shipped and used as SAR resource in 2018 and replace with new vessels later in season or subsequent year.
Lack of suitable accommodation, office space and work areas. Lack of suitable accommodations will require a revaluation of the location for the IRB unit, this will create time delays in the delivery of the required equipment for operations and delay the opening of the IRB station for the 2018 season.	Project Management	Moderate	High	High	Will visit community location in Spring of 2017 to identify possible options.

If Environmental certification of on-site fuel storage tank(s) is not awarded, this could result in significant timeline delay.	Project management	Low	Low	Low	Pre-Engage with NIRB and NTI to define fuel storage tank(s) certification requirements in community. Implement larger plan for use of fuel drums and Jerry Cans. Establish an "on-demand" contract for local fuel delivery.
If vessel training program for a non-standard CCG IRB vessels is required, this could result in significant timeline delay.	CCG Regional Training	High	Low	Medium	Provisions to the regional training program will be needed as the vessels that will be used for the IRB north are non-standard, coxswains will need time on the vessel prior to the operational season. Training should take place with the station operations officer before the vessels are shipped to station.
If interim vessel storage facility for 2017/2018 in not available, this could result in significant timeline delay.	Program Management	High	Medium	High	During Spring 2017 find internal (ideally heated) secure storage. As 2nd option find rented Storage (including wrapping vessel in protective cover within secure storage compound)
If Territories elections in Oct 2017, and/or municipal elections in Dec 2017 results in a change elected officials, then this could result	Program Management	Low	Certain	Medium	Formalize agreement with current elected officials in Spring/Summer of 2017 in order ensure continued support for the project.

in significant timeline delay.					
If accessibility of gasoline is not on-site, then impacts to SAR ability to support day-to-day operations can be expected.	Requirement	High	Medium	Medium	Implement larger plan for use of fuel drums and Jerry Cans. Establish an "on-demand" contract for local fuel delivery.

3.6 MONITORING & CONTROL

The OPP Program Management Team's role will be to collect project progress reports (PPRs), and to collate information from all OPP Projects into overview reports for Senior Management review. The Regional Project Managers and the CCG PMO office will work closely with the OPP Program Management Team in the full reporting process.

Identify the various meetings that will be held such as the Monthly Project Review meetings and the bi-weekly update meetings.

Appendix A [ENTER YOUR TITLE HERE]

Annex A DEFINITIONS AND ACRONYMS

Related definitions and acronyms can be found in the following documents:

Table

Document Title	EKME No / Intranet Link

Annex B REFERENCES

1. Project Documentation

List of project documents referenced in the Project Charter.

Ref.No	Document Name	EKME number *

2. Project Management Directives

This Project Charter conforms to the CCG Project Management Methodology embodied at the following Project Management Directives:

Ref No	Document Name	EKME No / Intranet
2.1	Overview of Project Management for Capital Projects	Intra.coast-guard.ca/ITS/ILS/PMM
2.2	Approvals and Delegation of Authority	Intra.coast-guard.ca/ITS/ILS/PMM
2.3	Requirements Development	Intra.coast-guard.ca/ITS/ILS/PMM
2.4	Third Party Review	Intra.coast-guard.ca/ITS/ILS/PMM
2.5	Test, Evaluation and Acceptance	Intra.coast-guard.ca/ITS/ILS/PMM
2.6	Governance and Stakeholder Engagement	Intra.coast-guard.ca/ITS/ILS/PMM
2.7	Risk Management	Intra.coast-guard.ca/ITS/ILS/PMM
2.8	Integrated Logistic Support	Intra.coast-guard.ca/ITS/ILS/PMM
2.9	Financial Management	Intra.coast-guard.ca/ITS/ILS/PMM
2.10	Environmental Engineering	Intra.coast-guard.ca/ITS/ILS/PMM
2.11	Lessons Learned	Intra.coast-guard.ca/ITS/ILS/PMM
2.12	Use of Regulatory Regime	Intra.coast-guard.ca/ITS/ILS/PMM
2. 13	Costing	Intra.coast-guard.ca/ITS/ILS/PMM
2.14	Transition	Intra.coast-guard.ca/ITS/ILS/PMM

Deroon, Lisa

From: Thompson, Steve A
Sent: June 6, 2017 4:52 PM
To: Hounzangbé, Franck
Cc: Garapick, Peter
Subject: Re: Request: IRB North Vessel Visit (June 21-22, 2017)

Hi Franck,

Just following up on the status of this request, as I'm here in Iqaluit with Peter at the moment and making good progress on securing the IRB approvals from various organizations and governments.

Next steps in the project will include sourcing an interim vessel, which is the subject of the email below.

Thank you in advance for your consideration.

Steve Thompson
Analyste principal, Gestion stratégique des affaires; Services de gestion intégrée des affaires
Cell: 438-993-4622
steve.thompson2@dfo-mpo.gc.ca

Senior Analyst, Strategic Business Management; Integrated Business Management Services
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steve.thompson2@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: Thursday, June 1, 2017 4:23 PM
To: Hounzangbé, Franck
Cc: Garapick, Peter; Thompson, Steve A
Subject: Request: IRB North Vessel Visit (June 21-22, 2017)

Good evening Franck,

Earlier today I had a conversation with Peter Garapick, and we were speaking about the interim vessel for the IRB North station. As you know, I'll be transferring to this project at the end of the month, and there's a lot of work to do on it and some crucial deadlines quickly approaching. Peter has found a few potential interim vessels in Halifax and Glovertown, Nfld, and wanted to check them out on June 21-22. He has asked whether I would be able to join in this, given my new role in this project, which is the subject of this email.

My proposal to you: As Sylvain is in ICS 300 training for most of the week of June 12, I will use this week to clean up much of the files that I have and be able to devote time to training him the following weeks. I would then be able to spend time with Sylvain in Montreal on June 19, 20, 26, 27, 28 to work on his familiarization, in person, without any distractions (aside from the usual ones). This would allow me to do the vessel familiarization with Peter on June 21-23 out east.

Would you be OK with this request?

Please advise, when convenient.

Thank you very much for your consideration and have a great weekend!

Steve

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Deroon, Lisa

From: Thompson, Steve A
Sent: June 20, 2017 2:55 PM
To: Di Patria, Lorie-Ann
Cc: Rousseau, Suzie
Subject: Re: PETER - STEVE - RE: Memo IRB North

Ok. Please provide the most up-to-date memo to me by the end of the day. Now that I've spoken with Peter, and had a chance to think about the changes that were frantically made over lunch, I have some further modifications that we will propose.

Peter and I will discuss tonight and we will strive to meet the timeline of tomorrow, but we are going to take the time to do it right.

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From: Di Patria, Lorie-Ann
Sent: Tuesday, June 20, 2017 2:29 PM
To: Thompson, Steve A
Cc: Rousseau, Suzie
Subject: RE: PETER - STEVE - RE: Memo IRB North

Yes, I changed the numbering format prior to sending it to Suzie.

I have looped in Suzie so she can fill you in on what changes occurred on her side.

Suzie, Steve's cell phone is 438-993-4622

Thank you

Lorie Ann Di Patria
Adjointe exécutive *p.i*|*A*/Executive Assistant
Bureau de la Commissaire adjointe | Assistant Commissioner's Office
Région du Centre et de l'Arctique| Central and Arctic Region
Téléphone | Telephone: 514-283-0049

De : Thompson, Steve A
Envoyé : 20 juin 2017 14:26
À : Di Patria, Lorie-Ann
Objet : Re: PETER - STEVE - RE: Memo IRB North

Have there been further changes to this note since I sent it to you at 1315 today? Peter and I are meeting [redacted] and we can review/modify [redacted] but only want to modify the most recent note.

s.19(1)

Steve Thompson
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From: Garapick, Peter
Sent: Tuesday, June 20, 2017 2:22 PM
To: Gascon, Julie; Di Patria, Lorie-Ann; Thompson, Steve A; Smith, Rachelle; Rousseau, Suzie
Cc: Hounzangbé, Franck; Foerter, Holly
Subject: Re: PETER - STEVE - RE: Memo IRB North

Another thought, a week or so ago on a phone call it was suggested that the memo give a clear recommendation to the location that CCG has determined is best through the RAMSARD process versus options. We should ensure the memo clearly states this "best" location but also mentions communities in NWT and Nunavik that were also considered and how the risks in the selected location are greater than other locations.
The info on specific other locations can be provided as background info to the person briefing up so that they have the info if asked and can respond, but should not be in the memo itself as it could start a conversation that could result in the scientifically determined location not being chosen.

Peter Garapick
Superintendent, Search and Rescue
Surintendant, Recherche et sauvetage
519.312.4552

From: Gascon, Julie
Sent: Tuesday, June 20, 2017 2:13 PM
To: Garapick, Peter; Di Patria, Lorie-Ann; Thompson, Steve A; Smith, Rachelle; Rousseau, Suzie
Cc: Hounzangbé, Franck; Foerter, Holly
Subject: RE: PETER - STEVE - RE: Memo IRB North

Steve remains the lead on the note and will work with you on weaving your suggestions as well as with Suzie who is the new Strategic analyst working in Frankc's team.

I think you make very good points and Steve can certainly help weaving this in. We need to ensure Greg is ready. I would like to aim for tomorrow COB as it will need time to go through the approval and Mino brief may be earlier this week (it is normally Friday).

Steve has my latest version with modifications.

Julie

From: Garapick, Peter
Sent: Tuesday, June 20, 2017 2:08 PM
To: Gascon, Julie <Julie.Gascon@dfo-mpo.gc.ca>; Di Patria, Lorie-Ann <Lorie-Ann.DiPatria@dfo-mpo.gc.ca>; Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Smith, Rachelle <Rachelle.Smith@dfo-mpo.gc.ca>; Rousseau, Suzie <Suzie.Rousseau@dfo-mpo.gc.ca>
Cc: Hounzangbé, Franck <Franck.Hounzangbe@dfo-mpo.gc.ca>; Foerter, Holly <Holly.Foerter@dfo-mpo.gc.ca>
Subject: Re: PETER - STEVE - RE: Memo IRB North

Julie,

The NWT communities did not rank high on the list for an IRB Station based on RAMSARD, but they are on the list and not at the bottom. I suggest we weave into the note that the community(ies) that would be considered in NWT are X and Y, and how they compare in risks for mariners thus the need for an IRB Station relative to the community (ies) we are considering.

Who is the lead on this and what is the timeline?

Thank you.

Peter Garapick
Superintendent, Search and Rescue
Surintendant, Recherche et sauvetage
519.312.4552

From: Gascon, Julie
Sent: Tuesday, June 20, 2017 2:01 PM
To: Di Patria, Lorie-Ann; Garapick, Peter; Thompson, Steve A; Smith, Rachelle; Rousseau, Suzie
Cc: Hounzangbé, Franck; Foerter, Holly
Subject: PETER - STEVE - RE: Memo IRB North

Peter, Steve,

Spoke to Greg.

We need to add something in the note with regards to RAMSARD results for NWT. If Greg gets asked: where would you put an IRB station in the Western Arctic and in particular in NWT...where would it be and would the RAMSARD somewhat support it? I need a small bullet on it.

Also, now that the Minister is not announcing, we need a comms strategy. In the Advice to Minister it is recommended to add a bullet to that effect and in the Recommendation section that we will work with comms to develop an approach i.e. Rachelle.

Steve, as you are moving on to your new role, this is a great opportunity to work with Suzie on the revision of the note. She does not have PKI please sent through Lorie.

Rachelle, I will send you the latest version of the note so that you can review the language for the communication strategy suggestion.

Merci
Julie

Fisheries and Oceans Canada | Pêches et Océans Canada

Deputy Minister | Sous-ministre

SECRET

2017-412-00017
EKME # 3795257

MEMORANDUM FOR THE MINISTER

RESULTS OF THE RISK-BASED ASSESSMENT FOR THE PLACEMENT OF THE ARCTIC INSHORE RESCUE BOAT STATION
(FOR INFORMATION)

SUMMARY OF ADVICE TO THE MINISTER

The purpose of this note is to inform the Minister of Fisheries and Oceans and the Canadian Coast Guard of the risk-based analysis results for search and rescue delivery in the Arctic. It is recommended that the new Arctic Inshore Rescue Boat Station be located in Rankin Inlet, Nunavut.

The Canadian Coast Guard has been undertaking a systematic risk-based expansion of search and rescue services in the Arctic, delivered by both the Canadian Coast Guard Auxiliary and the Canadian Coast Guard, with a focus on local capabilities. A number of Arctic communities have recently established Canadian Coast Guard Auxiliary units, while others will have newly established units in the coming months as part of the Oceans Protection Plan. The Oceans Protection Plan also includes an enhancement of search and rescue services in the Arctic through the establishment of a seasonal Canadian Coast Guard Inshore Rescue Boat station.

Understanding that the Minister's visit to the Arctic to announce the location of the Inshore Rescue Boat station (as well as to re-commit to working closely with Indigenous communities and other local, regional and territorial governments to ensure successful expansion of the Canadian Coast Guard Auxiliary in the Arctic) has been postponed, it is recommended that a coordinated Communications strategy be developed with the input of all stakeholders, so as to not delay the implementation of this important OPP initiative and maintain stakeholder support for the recommended location.

BACKGROUND

Canada has 40% of its landmass in the territories, 162,000 kilometres of Arctic coastline and 25% of the global Arctic – making it undeniably an Arctic nation. In the region, much of the search and rescue (SAR) services are delivered by volunteers, in addition to those services performed by the Royal Canadian Air Force and the Canadian Coast Guard (CCG).

.../2

In 2015, the CCG, Central and Arctic Region (C&A) embarked on an 'Arctic SAR Project' to review marine risks in Arctic communities and to expand SAR capacity in the Arctic, through the increase of Canadian Coast Guard Auxiliary (CCGA) units on the Arctic Ocean.

During the Arctic SAR Project, CCG personnel travelled to 44 of the 45 Inuit Inuvialuit communities on the Arctic Ocean and Hudson Bay to meet with members of the community to better understand the nature of boating activity in the area, and the associated risks. This evaluation is part of the Risk-Based Analysis of Maritime Search and Rescue Delivery (RAMSARD) strategy, which allows the CCG to determine the most effective location to establish SAR capacity and save lives – whether through a CCGA unit or a CCG Inshore Rescue Boat (IRB) station. This work was done in cooperation with the governments of the Northwest Territories, Nunavut, and Nunavik, with input received from experts of these governments used to calculate the RAMSARD results.

Through the work of the Arctic SAR Project and the continued expansion of the CCGA under the Oceans Protection Plan (OPP), the number of CCGA units in the Arctic will increase. It is anticipated that 24 CCGA units will exist in the Arctic by the end of 2017. The project is scheduled for completion in spring 2020, when almost all of the 45 Inuit / Inuvialuit Communities should have CCGA units.

In November 2016, the OPP announced that beginning in summer 2018, SAR coverage in the Arctic would be enhanced through the establishment of a CCG IRB station in Arctic waters. This station will have indigenous crewmembers, and be operated in a crewing schedule which maximizes indigenous participation. The RAMSARD analysis used as part of the Arctic SAR Project was utilized to determine the recommended location of the Inshore Rescue Boat station.

Based on RAMSARD results, the community of **Rankin Inlet, Nunavut** is the recommended location for the IRB station. Rankin Inlet has a high volume of transient boaters, an extended ice-free operating season, an increasing level of commercial fishing operators, and the IRB unit would supplement the existing CCGA unit, which is not fully operational due to attrition of personnel.

The communities of Iqaluit, Nunavut and Pond Inlet, Nunavut, were also desirable locations for the IRB station; however, both scored lower than Rankin Inlet in the RAMSARD analysis. Iqaluit represents a sizable navigational challenge, which is complicated by extreme tides, numerous rocky shoals, frequent dense fog and the possibility of persistent wind driving ice late into the summer season. Safety considerations related to operating a vessel with a relatively inexperienced student crew affected the risk-assessment score. Pond Inlet, while very similar in many respects to Rankin Inlet, has a much shorter period of ice-free waters, and a negligible volume of transient boaters, which would limit the operational effectiveness of an IRB unit.

The CCG has engaged with senior representatives of the local, regional, territorial governments, Nunavut Tunngavik Inc. and the Nunavut Impact Review Board concerning the recommended station location.

STRATEGIC CONSIDERATIONS

The recommended location of Rankin Inlet for the IRB station is an evidence-based decision that will improve the level of SAR coverage along the shore of western Hudson Bay.

.../3

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The ongoing expansion of the CCGA under the OPP will result in Auxiliary units established in many Arctic communities, using evidence from the RAMSARD analysis to prioritize implementation. While high-priority communities will have support and resources during the implementation phase, there are no guarantees that these units will remain available into the future as members of CGA units may leave at any time, jeopardizing the ability of the unit to provide local SAR coverage. This may lead to a void in coverage in a particular region, and a corresponding expanded area of responsibility for the IRB unit. Although the expansion of the CCGA in the Arctic and the establishment of an IRB station in Arctic waters are two distinct projects under the OPP, they are interdependent and complementary in an operational context and a key factor in choosing Rankin Inlet as the recommended location for the new IRB station.

In addition to the RAMSARD results, logistical concerns and safety considerations – such as support for or resentment towards the government in some communities – were taken into consideration in the analysis of possible IRB station locations. Typically, these factors are not considered as part of the RAMSARD assessment process. Careful analysis of both on-water, and on-land considerations were taken into account in choosing Rankin Inlet.

To maximize the chances of keeping new CCGA units operational, the CCG C&A will leverage expertise in the existing CCGA units in Quebec and C&A Regions to build capacity one community at a time, in partnership with local, regional, and territorial governments, and partner organizations.

INDIGENOUS AND EXTERNAL CONSULTATIONS

The CCG visited all but one of the Inuit / Inuvialuit communities located on the Arctic Ocean and Hudson Bay - the only community that was not visited was Sanikiluaq, due to weather.

The recommended location of Rankin Inlet for the IRB-North project was briefed to senior-level contacts at the Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), the Government of the Northwest Territories (GNWT) and Government of Nunavut (GN), with a briefing for the Katavik Regional Government (KRG) scheduled for the week of June 26th.

The extensive consultation completed during the SAR Expansion Project (2015-17) was appreciated by all, and provided support to the RAMSARD recommendation for the recommended location

The GN, NIRB, and NTI were fully supportive of the initiative and the proposed location and are willing to partner with the CCG throughout the implementation process, leveraging their respective strengths and mandates.

.../4

ADVICE AND RECOMMENDATIONS TO MINISTER

Understanding that the Minister's visit to the Arctic to announce the location of the Inshore Rescue Boat station (as well as to re-commit to working closely with Indigenous communities and other local, regional and territorial governments to ensure the successful expansion of the CCGA in the Arctic) has been postponed, it is recommended that a coordinated Communications strategy be developed with the input of all stakeholders mentioned herein, so as to not delay the implementation of this important OPP initiative and maintain stakeholder support for the recommended location.

Ultimately, having a CCG or CCGA unit in a community and a strong relationship with local territorial and regional governments will translate into improved marine safety in the Arctic.

Key messages on both of these initiatives are included in Annex 1.

Julie Gascon
Assistant Commissioner
Central & Arctic Region

Jeffery Hutchinson
Commissioner
Canadian Coast Guard

Catherine Blewett
Deputy Minister

.../5

Annex 1: Key Messages / Storyline for Expansion of the CCGA in the Arctic

The Canadian Coast Guard is undertaking an expansion of SAR services in the Arctic using two complementary approaches, which focus on local capabilities: (1) establishment of a seasonal CCG IRB Station, and (2) expansion of the CCGA in the Arctic.

Key messages/storyline:

- The CCG IRB station will operate during the ice-free season, will have indigenous crewmembers, and be operated in a crewing schedule which maximizes indigenous participation.
- The CCG will be engaging senior representatives of the local, regional, territorial governments, Nunavut Tunngavik Inc. and the Nunavut Impact Review Board concerning the IRB station location.
- CCG is working collaboratively with CCGA Central & Arctic Inc. and CCGA Quebec Inc. to undertake an expansion of Coast Guard Auxiliary units in the Arctic region.
- The new units will be located across the Arctic, and in many of the Inuit communities on the Arctic Ocean.
- These new units will leverage the existing expertise of the CCGA Central & Arctic Inc. and CCGA Quebec Inc.
- CCG, CCGA Central & Arctic Inc. and CCGA Quebec Inc. will continue to engage Inuit / Inuvialuit hamlets and communities on the Arctic Ocean throughout this project.
- The new OPP Community Boats program will see an increased capacity for response in communities and will have a positive impact on the enthusiasm and motivation of volunteers.
- Having a CCG or CCGA unit in a community and a strong relationship with local territorial and regional governments will translate into improved marine safety in the Arctic.

(Responsive):

- The IRB station is expected to be operational at the start of the 2018 ice-free boating season using an interim station and vessel. Permanent facilities are expected to be completed in time for the 2019 ice-free boating season.
- At this time, it is difficult to determine the exact operational dates of all Auxiliary units, because a number of factors need to be considered, including the willingness of the community to participate and the ability for training to be provided.
- The CCGA Transport Canada approved Phase Training Program will be delivered by certified Coast Guard Auxiliary instructors.

Government of Canada
Fisheries and Oceans

Gouvernement du Canada
Pêches et Océans

SECRET
2017-412-00017
EKME # 3795257

To:
Pour: Catherine Blewett

Date: June 21, 2017

Object:
Objet: **RESULTS OF THE RISK-BASED ASSESSMENT FOR THE PLACEMENT OF THE ARCTIC INSHORE RESCUE BOAT STATION**

From / De:	Julie Gascon, Assistant Commissioner – Central & Arctic Region, CCG
Via:	Chris Henderson, A/Deputy Commissioner – Strategy and Shipbuilding, CCG Neil O'Rourke, A/Director General, National Strategies, CCG
Via:	Mario Pelletier, Deputy Commissioner - Operations, CCG
Via:	Jeffery Hutchinson, Commissioner, CCG

Additional approvals: None
Autre(s) approbation(s):

[ ]	Your Signature Votre signature	X	Information
[ ]	For Comments Observation	X	Material for the Minister Documents pour le Ministre

Remarks:
Remarques: The Department has assessed this issue in full.

■ It contains no reference to matters covered by the screen relating to J.D. Irving Limited.

☐ It contains matters referenced in the screen relating to J.D. Irving Limited, but in our view does not engage the screen.

☐ In our view, the screen relating to J.D. Irving Limited should be engaged.

Drafting Officer/ Rédacteur: Steve Thompson (438-993-4622) / JG /

Deroon, Lisa

From: Thompson, Steve A
Sent: June 23, 2017 5:50 AM
To: Jansen, Aldin
Cc: Garapick, Peter
Subject: Site Visit: Nunavut - Week of July 10th

Good morning Aldin,

Further to below, in my conversations with Peter yesterday he let me know that there is the potential for us to do a northern site visit the week of July 10th. I believe this was discussed with you in Winnipeg last week. As of next week I will be fully involved in this project as the Regional Project Officer from Peter's team, and would love to meet with you and take a look at the proposed site. This opportunity will also serve beneficial for us to see any additional infrastructure improvements that will be required – driveway etc.

In addition, I can also work on providing some information on the station specifics. Let me know what type of information you would need, and I'll try to get back to you with some answers.

Thank you very much, and I look forward to working with you on this project.

Steve Thompson
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From: Jansen, Aldin
Sent: 21 juin 2017 11:52
To: Garapick, Peter
Cc: Gagnon, Mark; Thompson, Steve A; Davids, Michael
Subject: RE: Station Standard

Thanks Peter,

I can follow your link so it looks like I have access to the CCG intranet. We've been using the 2016 station standard for Cobourg plans already. The station standard is light on specifics regarding garage and workshop space requirements, but we can size them to fit the designated boat on its trailer and allow about 1.5 m along the sides for storage.

I have the new Goderich SAR station drawings on CD-ROM (left by Duane Jordan), and had a tour of that site last November. I also have the plans and specifications used for Long Point IRB.

At our meeting last week, you mentioned modular buildings used at some Quebec sites. Would you be able to provide pictures/plans/specs?

Aldin Jansen, PEng (MB/NT/NU)

Project Engineer, Real Property, Safety and Security, Central and Arctic Region.
Fisheries and Oceans Canada | Government of Canada
Pêches et Océans Canada | Gouvernement du Canada
501 University Crescent
Winnipeg, MB R3T 2N6
Aldin.Jansen@dfo-mpo.gc.ca / t: 204.984.8792 / c: 431.998.3392

Deroon, Lisa

From: Thompson, Steve A
Sent: June 27, 2017 12:00 PM
To: Reichhelt, Mike
Cc: Garapick, Peter
Subject: Request: Arctic IRB - Spare Vessel

Good afternoon Mike,

As part of the Oceans Protection Plan, I've migrated from my role on the Corporal Teather to working with Peter Garapick on the establishment of an Arctic Inshore Rescue Boat station. In this project, we will be establishing a traditional IRB station in Arctic waters and it's scheduled to begin operations next summer (June 2018 is the target start-up date). While the location is not known at this point, this should be narrowed down shortly. Due to the shortened lead up time, we will be working in an interim capacity next season (using an interim vessel and accommodations), and hope to proceed with a permanent station and vessel for the 2019 season.

For operations purposes, we are looking at potential vessel options – for both the interim and permanent streams. Our primary vessel will probably be something with a cabin, and in the 8-9m range, and we are presently investigating our options. However, due to the remote location of the station, we are hoping to also have a stand-by boat on site – which is why I'm contacting you.

Due to the short lead time, and Arctic sealift constraints, we are wondering if you'd have any spare Zodiac 733/753s available that we would be able to 'procure' for this station, for use as a spare vessel? Maybe with the new Zodiacs coming in this summer/fall, there might be something which can be repurposed for us? If not, are you aware of any other SAR-appropriate vessels which we can try and acquire and get it sent north this summer?

Also, as this moves forward, I assume I'll be working with you to establish something for services in the Arctic – we will try our best to have a cache of tools and parts on site, to limit what needs to be brought from the south. But that's still a ways off at the moment, and honestly we haven't given it too much thought at the moment …

Anyways, do you have any thoughts on a potential spare vessel for us? All ideas and leads are appreciated.

As always, thanks for your help!

Steve

Steve Thompson
Analyste principal, Gestion stratégique des affaires; Services de gestion intégrée des affaires
Garde côtière Canadienne / Région du Centre et de l'Arctique / Cell: 438-993-4622
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steve.thompson2@dfo-mpo.gc.ca

OCEANS PROTECTION PLAN

Inshore Rescue Boat North

OPP Outcomes Committee
July 4, 2017

Government of Canada Gouvernement du Canada

Canada

What is the OPP Inshore Rescue Boat North Project?

Establish a new Inshore rescue boat station in the Arctic : Currently the Arctic is the only one of Canada's three coasts that doesn't have dedicated federal search and rescue resources, outside of the federally funded volunteer units of the Coast Guard Auxiliary.

$10.34M / 5 Years and $489K Ongoing

A seasonal Inshore Rescue Boat Station, consisting of local (Arctic) personnel will be implemented in the Arctic to support increased near-shore search and rescue operations. This initiative will complement the creation of the Arctic Coast Guard Auxiliary Region.

The addition of four lifeboat stations along the Pacific coast and three along the Atlantic coast, as well as one seasonal Arctic Inshore rescue boat station, will:

- Augment the search and rescue capacity of the CCG in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified.

- Ensure that the CCG is equipped to continue to successfully deliver the maritime component of the federal search and rescue system.

Inshore Rescue Boat (IRB) North - Deliverables

- The establishment of a permanent – but seasonally operational – Arctic waters-based Inshore Rescue Boat Station staffed by well-trained young Inuit.
- Annual validation reports which will look at annual achievements as compared to established and agreed to targets. This report will be suitable for sharing internally but also with external stakeholders and partners.
- In 2022-23, a seamless addition of the 26th IRB Station in Canada, meeting the same standards as each station located across the country, east, west, south and north.

Inshore Rescue Boat (IRB) North - Key Outputs

2017-18 (2017 Season):

- Evaluate the recommendations from the Winter 2017 IRB North Station Location Assessment Team, which built on work done by the CCG Auxiliary Arctic Expansion Team in 2016/17, to identify a suitable location for the IRB North station

- Assess and select the most appropriate IRB North station location and crewing model to maximize Indigenous participation

- Fall-Winter: Conduct a local recruitment drive in Arctic communities – to recruit crew for the new IRB North station's 2018 inaugural season

- Assess and select the most appropriate IRB North rescue vessel type and initiate the procurement process

- Finalize requirements and specifications for interim and permanent IRB North stations

Inshore Rescue Boat (IRB) North - Key Outputs

2018-19 (2018 Season):

- Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crews (winter/spring 2018).
- Inshore Rescue Boat North station is fully operational in an interim configuration for the 2018 season – boat, truck, trailer, accommodations, storage
- GT-05 Supervisor on-site and mentoring and training new crew members
- Construction of permanent IRB North station commences

2019-20 (2019 Season):

- Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crew to replace non-returning crewmembers (winter/spring 2019)
- Open permanent station facilities; familiarization process.
- Monitor operations, evaluate season performance, recommend improvements.

Inshore Rescue Boat (IRB) North - Key Outputs

2020-21 (2020 Season):

- Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crew to replace non-returning crewmembers (winter/spring 2020)
- IRB North operates without Supervisor; monitor operations
- Season Evaluation: Recommend changes and improvements

2021-22 (2021 Season):

- Conduct recruitment and training of local (Arctic) Inshore Rescue Boat crew to replace non-returning crewmembers (winter/spring 2021)
- Project Review: Holistic Evaluation; Recommend steps forward

Inshore Rescue Boat North - Progress

- Project Charter and Work Breakdown Structure approved signed off by Project Manager, Director and Sponsor.
- CCG C&A Superintendent Arctic SAR visits to Nunavut (Jun 5-6 and Jun 13-14) to continue with consensus building on SAR needs in the region.
- Sea trials conducted on potential SAR vessels
- Documentation prepared for Minister's Office in support of pending Ministerial Announcement on the IRB North Station location.

Resources

CCG	Inshore Rescue Boat North (IRB)		2017/18	2018/19	2019/20	2020/21	2021/22	5 year	Ongoing
		Internal Services	70 376	75 593	63 797	63 797	63 797	337 360	63 797
		O&M	202 000	276 000	240 000	240 000	240 000	1 198 000	240 000
		Salary	179 662	179 662	139 351	139 351	139 351	777 376	139 351
		Capital	7 775 000					7 775 000	
		EBP	35 932	35 932	27 870	27 870	27 870	155 475	27 870
		Accomodations	23 356	23 356	18 116	18 116	18 116	101 059	18 116
Grand Total			8 286 326	590 543	489 134	489 134	489 134	10 344 270	489 133

Risks

1. Although the recommended location is put forth by the CCG for the station location, this may be changed by the Minister, further delaying project planning and implementation
2. Time needed with all key stakeholders to fully define appropriate interim and permanent station requirements and their associated implementation plans may negatively impact project objectives timeline
3. Arctic environmental factors may negatively impact timelines for shipping, transport, building and equipment of interim and permanent stations
4. Competition for employment of indigenous personnel in the region may lead to challenges in recruitment and staffing, and negatively impact the timelines associated with the operations of the interim and permanent stations

Links to Other Departments/Initiatives/Projects

Fisheries and Oceans Canada:
Stations that are strategically located across Canada and operated by trained Coast Guard personnel equipped to respond to marine incidents in near-shore areas.

Indigenous and Northern Affairs Canada
Engagement and consultation with Indigenous communities whereby new stations will be located. Training and career development opportunities for Indigenous Peoples.

Transport Canada:
Development and certification of Coast Guard College programming for Indigenous Peoples.

CCG OPP Projects:

New CCG Stations (SAR)
New CCG Lifeboats (SAR)
Expansion of Arctic Auxiliaries
Increased Presence and Extended Season in the Arctic

Next Steps

- Project documentation phase nearing completion:
  - Finalizing the draft of the Project Implementation Plan (PIP) and seeking approval and sign-off.
  - Preparing documentation for Minister's Office in support of pending Ministerial Announcement on the IRB North Station location.
- Next steps in the project activities are dependent on the Minister's announcement of the IRB North Station location (Announcement date TBD).
- Until the location of the station is announced, the project team will continue with planning activities.

Annex: Expected Outcomes

Pillar: State-of-the-Art Marine Safety System
Initiative: On-Water Presence and Response Capacity
Sub-Initiative: Six new SAR Lifeboats and Inshore Rescue Boat

Thematic Outcome: Canada's marine safety system is better positioned to prevent and respond to marine safety and pollution incidents.

Shared Outcome for Initiative: Enhanced federal monitoring, coordination and on-water response capacity.

The key performance indicator: Number of lifeboat stations built to increase the Coast Guard's search and rescue capacity

The key target: By 2022, 6 lifeboat stations are in place

IRB North Operational Activities Log

Date Modified: 2017-07-10

Category	Activity	Date	Follow-Up Required
Project Support	Project Support Visits or Calls:		
	• Government of Nunavut	June 6, 2017	Engage with prior to MINO Announcement
	• Nunavut Impact Review Board	June 6, 2017	
	• Nunavut Tunngavik Inc.	June 6, 2017	Leverage partnerships for HR staffing outreach
	• Kativik Regional Government	July 6, 2017	
	• Government of Northwest Territories	June 19, 2017	Engage with prior to MINO Announcement
	• Mayor of Rankin Inlet	September 5, 2017	Community scored very well in RAMSARD
Briefing	Ministerial Briefing Note Prepared	June 21, 2017	Approved by AC, C&A
	OPP Operations Committee Briefing	July 4, 2017	Material Approved by A/AC, C&A
Accommodations	Site Visits	June 13-14, 2017; July 10-12, 2017	
	Initial Site Selection	June 14, 2017	Land ownership; permit requirements; construction methodology/timelines;
	Land Ownership Survey	July 2017	Land ownership (permit requirements)
	Interim Accommodations Survey		DND Facility ~~Old DFO Building~~ Commercial solutions
	Storage Survey		
Vessel	Sea Trials of Potential vessels	June 21-22, 2017	
	Procurement of Selected vessel	July 7, 2017	
	Decaling of Selected vessel		
	Delivery to Quebec City	Requested: August 9, 2017	
	Interim Vessel Sourcing		
Truck	Interim: Surplus 06-662		Touch base with Luc and Jeff to arrange for 06-662 to be available for September sealift from Iqaluit to Rankin Inlet

	Permanent: Long Form Business Case	Sent to Peter: June 28, 2017 (follow-up July 7, 2017)	Required for Lead time: 8-12 months (TBC). Required for first sealift 2018.
	• Decaling of Selected Vehicle		
	• Delivery to Montreal for Sealift	Due Date: June 1, 2018	
Human Resources	Identify HR Requirements		
	Establish Selection Criteria / Methodology		
	Follow-Up with PSC Re: FSWEP		
	Focus group with NS for recruitment		

Rankin Inlet – New IRB Station

Contacts and communications

Peter Garapick
Superintendent, Search & Rescue - Arctic
Canadian Coast Guard
Central and Arctic Region
c: (519) 312-4552
peter.garapick@dfo-mpo.gc.ca

Joffrey.Dufour@dfo-mpo.gc.ca
418.575.2168
DFO RPSS Quebec

Brian Duguay
Dept of Economic Development & Transportation
Government of Nunavut
Box 560, Rankin Inlet Nunavut X0C 0G0
By email: bduguay@gov.nu.ca

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard
Central and Arctic Region
Cell: 438-993-4622
Email : steve.thompson2@dfo-mpo.gc.ca

Brian Milne
brian.milne@pwgsc-tpsgc.gc.ca
PSPC
204.983.3169

20170615

Kick off meeting with:

- Peter Garapick (CCG)
- Mark Gagnon (CCG)
- Eric Sands (RPSS)
- Aldin Jansen (RPSS)
- Brian Milne (PSPS)

- Budget is $7.75M including boats.
- IRB base to be staffed by Inuit students
- Summer operations only (June –August)
- CCG plans interim operations in 2018 and wants new station operational for 2019 season

- Nunavut community is not officially selected yet, however Rankin Inlet is strongly preferred due to its port, airport, and position along busy marine traffic route between west Hudson Bay communities.
- Expect announcement ~June 29, then can make formal arrangements between CCG and RPSS.
- PSPC indicated 10 (4+6) months from SSA to get design-build consultant lined up.
- PSPC suggests we would need to have design-build consultant on board by January 2018 to get building materials shipped in Summer 2018, and base built in time for 2019 season.
- Coxswain and 2 crew members working 2-wk rotations
- 3-4 bedroom (or 4-5 to allow for SAR type operations in future)
    - Use 2016 lifeboat station guidelines.
    - Similar to new Goderich building in function/size, but could be modular.
    - Look at Naujaat (Repulse Bay) Parks' building for ideas
    - Modulars used for Cat 2 sites in Quebec region
    - Look at Long Point IRB modular
- Need to hose off salty gear and dry
- Bear proof buildings, compound
- Residence building will be heated in winter.
- Radio tower requirements?
- 2 monohull aluminum boats with cabin and twin outboard motors (27-30 ft) similar to Fabtech Silver Dolphin
- Could use anchorage and dinghy to access boats.
- Prefer industrial harbour south of airport.
- Need garages (quonsets? 1 large, 1 small?) to store 1 truck, 2 boats on trailers, gear. Can be unheated.
- Allow for ERS storage containers on site
- DND has vacant FOL accommodations building close to water
- Land lease preferred?
- PSPC could do site selection/lease arrangements

20170630 Joffrey Dufour

Left message re: modular IRBs. Sent e-mail re: same.

20170705 Steve Thompson

Discussed limitations to work pre-announcement.

s.19(1)

20170711 Rankin Inlet site visit

Nunavut Airport

They own the land we are considering adjacent to the FOL access road, and will send permit application along with documents outlining the various agency approvals required.
DND has a 500 m blast radius development restriction around the FOL.
Agnico Eagle is building a new road e-w south of airport and PAB,FOL. (contact:
Other agencies Nav Canada, Fire Marshall, development permit form Hamlet (lands)
Fuel delivery, gas : M&T Enterprises (subcontract to PSPC PPD)
Hamlet SAO is Justin Merrit, alternate is Mickey Adams

Nunavut Impact Review Board
Waterboard
Transport Canada

Hamlet
Acting SAO Mickey Adams
Modular homes in Area 6 by C-store/Tim Hortons (former owner is
Eskimo Point Lumber Services (EPLS) is constructing a staff house left of the nursing home.
Contact is Their office is green 2-storey bldg.

Electricity: Nunavut Power Company
GN Search and Rescue . GN contact is Ed Zebedee
Possible rental accommodatitons: Grey building by stop sign
Telephone :Northwestel
Cell: Bell
Nunavut ousing is building three 5-plexes this year and next
Private company building 5-6 modulars
Major constructors:
Inukshuk Construction (contact Example building Kivaliq Visitors Centre
NDL Construction; example building: Drop-in Centre
Also TBG/Nunavut Excavating
Internet: Quniq (portable modems)

Agnico Eagle

Generally agreeable for CCG personnel to cross their road. Formal arrangements through

20170712
Rankin Inlet site visit
DND PAB/FOL
Capt. Thomasz Kalkowski onsite (offsite Major Alex Hamelin)
FOL has 2 boats (DFO C&P Kanter Aluminum zkng3020c010 RCMP/CCG Aux fibreglass 5fb1173

500 m blast radius, DND can send diagram. Also can send photos of boats and PAB floorplan.
Arctic (Airport?) Heating may have storage in town.
FOL also has 2 Ski-Doo Expedition V-800s. CCG to confirm ownership with DFO C&P.

Forward Looking IRB North Plan

Requested Leave:

-
-
-

Requested / Required Travel:

- July 18-21 - Winnipeg – follow up visit with DFO RP; requirements understanding with PSPC; Introduction to SSA; Can we get a Geotechnical survey/topographic survey by Fall 2017?
  - Follow-up with Jeff Hutchison on status of 06 Truck
- July 21 – Sarnia – Afternoon meeting with Peter to follow up on IRB North activities. Brief on status of project and Arctic SAR Issues
- August 10 – Sarnia – IBMS Strategic Services presentation (for Peter).
- August 22-24 (dates to be verified) – Crystal Serenity SAR Exercise, Cambridge Bay. Operational understanding of Arctic SAR and resource constraints.
- August 28-30 (dates to be verified) – Sarnia – Arctic SAR face-to-face meeting
- Late September - Rankin Inlet – receive vessel from Pierre Radisson
- September 25-29 – Halifax - G412 Manager Development Program (Part 2), CSPS.
- October 3-4 – Sarnia – ICS 200
- October: Indigenous focus groups for student hiring – Iqaluit, Rankin Inlet, Cambridge Bay, Inuvik, Kuujjuaq
  - Coordinate Rankin visit with Sealift delivery of truck
- November 6-10 (TBC) – Yellowknife – Prairie and Northern CMAC Meeting
- December 4-6 – Ottawa – G412 Manager Development Program (Part 4), CSPS
- December 6-8 – Ottawa - National CMAC
- January 29 – February 2, 2018 – St. John's – ICS 300

Commented [S. Thom1]: This needs to be moved, if conflicting with Rankin vessel delivery. Possible options: December 2017 or New Year?

Budget:

- Travel
  - Project Officer – Steve Thompson
  - Project Manager – Peter Garapick
  - Project Engineer – Aldin Jansen
- Translation of documentation
  - Job Descriptions, Recruitment posters
  - French, Inuktitut
- Project related costs
  - Procurement: truck, vessel, truck accessories (fuel tank)
  - Shipping of interim truck
  - Technical surveys
  - Technical documentation preparation (PSPC) and 'seed money' for Special Service Agreement (SSA)

s.21(1)(b)

- Installation of mooring buoy in Rankin?
- Staffing related costs:
  - Focus groups (Iqaluit, Rankin Inlet, Cambridge Bay, Inuvik, Kuujjuaq, Ottawa)
  - Recruitment - Interviews

Procurement:

- Primary Vessel: Rosborough Roughwater 9.11m – to be delivered to QC by Aug. 9. Delivered to Rankin by Sept 22 or so.
- Secondary vessel: TBC – Spare 7.53 or DFO vessel in Rankin?
- Interim Accommodations:
  - DND FOL – Support from Capt. Kalkowski and Capt. Dion
  - Continue to put forward application to Maj. Hamelin
  -
  - Wold Wolf Café – owned by Agnico Eagle Mining company. No storage available.
  - may have some apartment rentals available in town.
- Permanent Accommodations:
  - SSA with Seed Money to be signed with PSPC
  - Will require a geotechnical and topographic survey, ideally by Fall 2017.
  - User requirements to be submitted to DFO RP
  - Agnico Eagle is building a private mining road from the tank farm (under construction) to the mine, to the southwest of the DND FOL.
    - Seemed willing to grant access to us
- Interim truck:
  - Follow-up with Luc and Jeff to get "surplus" status and transfer started and truck lined up for September sealift.
- Permanent Truck:
  - Business case submitted to Peter for review

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

OCEAN PROCTECTION PLAN Initiative: Inshore Rescue Boat (IRB) North

Project # 8H310

Canadian Coast Guard

Project Implementation Plan

Canada

Published under the Authority of:

Deputy Commissioner, Operations
Fisheries and Oceans Canada
Canadian Coast Guard
Ottawa, Ontario

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Record of Amendments

#	Date	Description	Initials
1.0	July 25, 2017	Initial Document Preparation	ST

Approvals

PROJECT MANAGER: Peter Garapick	Approved:	
(Steve Thompson for)	Date:	July 25, 2017
PROJECT LEADER: James Forsythe	Approved:	
W-LINDSAY FOR:	Date:	31, 7, 2017
PROJECT DIRECTOR: Harry Chadwick	Approved:	
	Date:	30 July 17
PROJECT SPONSOR: Julie Gascon	Approved:	
	Date:	31/07/2017
PROGRAM DIRECTOR: Simon Melanson	Approved:	
	Date:	

Table of Contents

Document Management

1. Authority

This document is issued by the Project Director; under the authority of the Deputy Commissioner, Operations Canadian Coast Guard.

2. Responsibility

a) The Project Director for this OPP Initiative is responsible for:

- i) the creation, promulgation and approval of the document; and
- ii) the identification of a Project Leader who is responsible for the coordination and the content of the document.

b) The Project Leader is responsible for:

- i) the validity and accuracy of the content;
- ii) the availability of this information;
- iii) the update as needed;
- iv) the periodical revision; and
- v) the follow-up of all requests, comments and/or suggestions received by the originator.

ii) The Project Manager is responsible for:

- i) the development of the Project Charter, Project Implementation Plan, Project Risk Log and the Project Close Out Report;
- ii) the development and/or support of other major project documents including the Technical Statement of Requirements (TSOR) (also referred to the project technical specification), RFP, Bid Evaluation, etc.

Please refer to the Project Charter documentation for a more detailed list of all roles and responsibilities for the Program and Project Team Members.

3. Inquiries and/or Revision Requests

All inquiries regarding this document, including suggestions for revision and requests for interpretation shall be addressed to the OPP Initiative Project Manager.

Chapter 1 PROJECT OVERVIEW

1.1 EXECUTIVE SUMMARY

On November 7, 2016, Prime Minister Trudeau announced Canada's Oceans Protection Plan (OPP), which is an ambitious whole-of-government approach that involves working with the provinces and territories, Indigenous communities, industry, environmental organizations, coastal communities and other partners to further protect Canadian coasts and waterways.

The Canadian Coast Guard (CCG) will contribute to the four main priority areas of the Oceans Protection Plan, which include:

I. Creating a world-leading marine safety system that strengthens responsible shipping and protects Canadian waters through new preventive and responsive measures, such as improved navigational charts developed by the Canadian Hydrographic Service.

II. Preserving and restoring marine ecosystems using new tools and research, while taking key measures to deal with abandoned boats and wrecks.

III. Strengthening partnerships with Indigenous communities, including new information-sharing systems and improved local emergency response capacity.

IV. Investing in oil spill response methods to ensure that evidence-based decisions are taken in environmental emergencies.

The Inshore Recue Boat (IRB) North project will complement the expansion of CCG Search and Rescue (SAR) Lifeboat stations, as well as the creation of the Arctic Coast Guard Auxiliary Chapter project and will contribute to Pillar I of the Oceans Protection Plan. The CCG has the primary responsibility for the provision of the maritime component of the federal SAR system. While Canada enjoys a strong safety record on its waters, incidents do occur and effective SAR missions must take place to minimize lives at risk.

Currently, the Arctic is the only Canadian coast that doesn't have dedicated federal SAR resources, outside of the federally funded volunteer units of the Canadian Coast Guard Auxiliary. The recommended location of the seasonal IRB station was determined through site visits and data analysis, and also took into account the most appropriate location and crewing model to maximize Indigenous participation. It is expected that this station will commence operations in June 2018, using a vessel and interim facilities while a permanent facility is constructed in the community.

This project will augment the SAR capacity of the Canadian Coast Guard in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified. It will also ensure that the CCG is equipped to continue to successfully deliver the maritime component of the federal SAR system.

1.2 FINANCIAL CODING

The Inshore Rescue Boat North financial coding is provided in the table below:

Responsibility Centre	Business Line	Project Code
C9A47	R70	8H310

1.3 PURPOSE AND OBJECTIVES

1.3.1 Purpose

A seasonal Inshore Rescue Boat station, consisting of trained Inuit crewmembers who are from across the Arctic and are students in colleges, universities or other ongoing educational programs, will be implemented in the Arctic to support increased near-shore SAR operations.

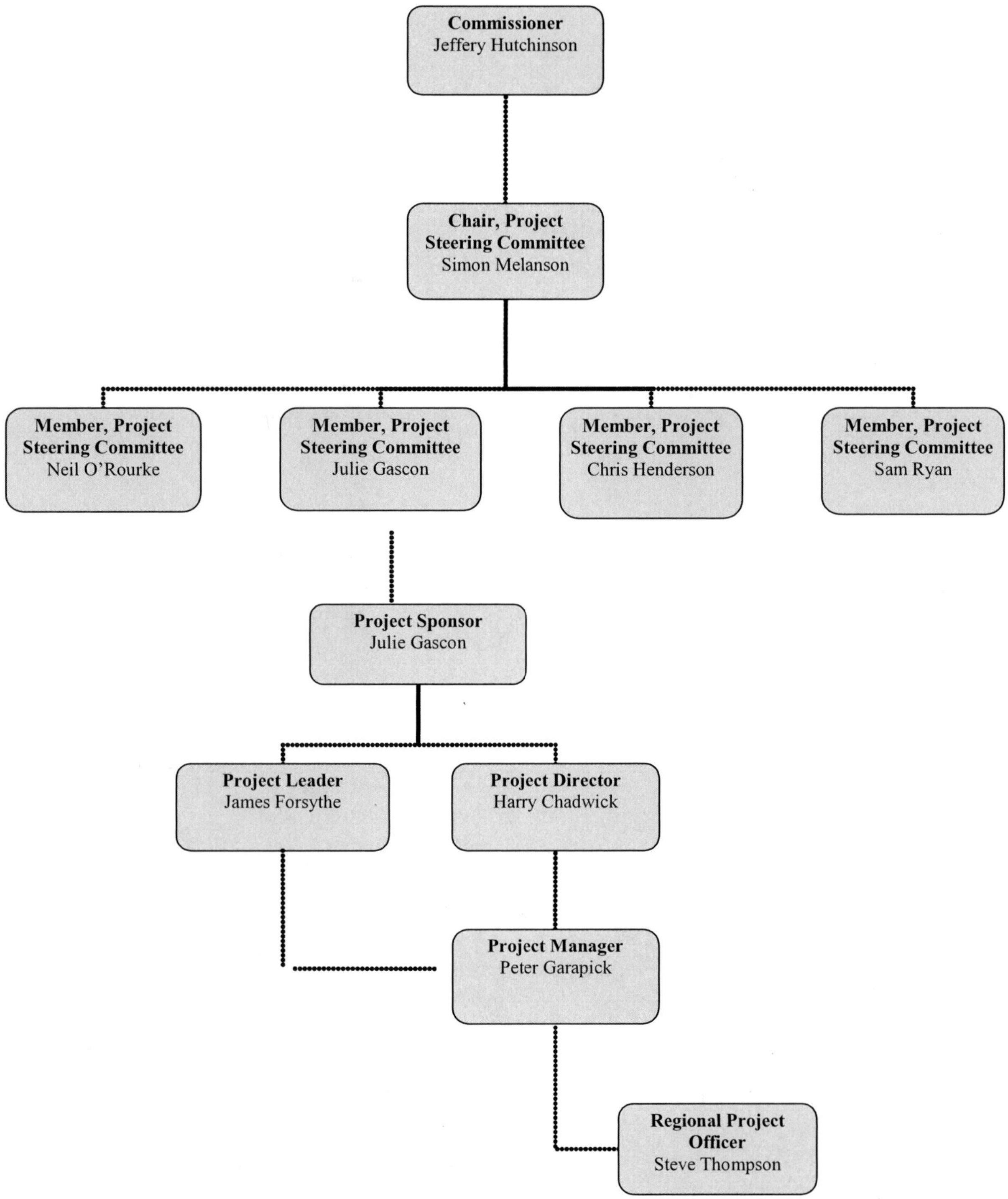
1.3.2 Objectives

The following are the objectives of this project:

- Provide local SAR capacity to respond to maritime incidents in relative proximity to the community.
- Reduce reliance in the IRB Area of Responsibility (AOR) on external resources such as Royal Canadian Air Force (RCAF) air resources (coming from either Winnipeg or Trenton) or CCG icebreakers being redirected from programs elsewhere in the Arctic, which both involve long response times and are costly relative to their effectiveness.
- Build a maritime SAR capacity within the community, operated by Inuit from across the Arctic, which will act as a foundation for expansion local maritime SAR response across the Arctic.

Chapter 2 PROJECT ORGANIZATION

The following organization chart depicts the reporting structure of the CCG IRB North project:



(as of July 25, 2017)

2.1 KEY STAKEHOLDERS

2.1.1 Project Sponsor

Julie Gascon
Assistant Commissioner
Canadian Coast Guard
Central & Arctic Region
105 McGill St. Montreal
514-283-0050

- Advocates for the Project - recommends project outcomes and deliverables to the Commissioner;
- Defines the essential operational requirements through detailed mission analysis work conducted with the project team;
- Delegates responsibilities to the Project Sponsor Representative (also known as the Project Director);
- Plays a key role in coordinating input from project stakeholders;
- Approves the Project Charter;
- Endorses PPAD (if applicable – PPADs may not be required for some initiatives), and EPAD;
- Assigns a Project Director and provide ongoing guidance to the Project Director;
- Liaises closely with the Project Leader;
- Endorse significant project decisions and project documents
- Chair Project Steering Committee meetings (if applicable); attend after transition to implementer; and,
- Approve Project Close Out Report (PCOR).

2.1.2 Project Director

Harry Chadwick
Regional Director, Incident Management
Canadian Coast Guard
Central & Arctic Region
519-466-2692

- Represents the Project Sponsor and is responsive to the Project Manager;
- Holds Project Leaders accountable for meeting objectives, producing deliverables, conducting reviews, and communicating changes to all impacted areas;
- Meets with Project Leaders and Project Manager, as required, to review project timeline, key milestones, and outstanding issues;
- Communicates with stakeholders;
- Validates and endorses project documents and ensures project is delivering on outcomes;
- Supports Project Charter development;
- Develops PPAD (if applicable) and EPAD;
- Monitors project issues, risks and communicates them to stakeholders, as required;
- Accepts project on behalf of the Project Sponsor;
- Participates in Close-Out;
- Provide partner perspective for Project Close Out Report;
- Attends Project Steering Committee Meetings;
- Supports post project review, as required.

2.1.3 Project Leader

James Forsythe
Canadian Coast Guard OPP
Implementation Team Lead
520 Exmouth St.
Sarnia, ON
519-383-1920

- The Project Leader is accountable to the Project Sponsor and Senior Management throughout the duration of the project for the successful achievement of project objectives and ensures that the project complies with government, departmental and CCG policies and direction in achieving its objectives;
- Defines / refines the scope, schedule and resource requirements for the project;
- Oversees the management of project scope, risk and change management issues and provides decisions on significant issues or, if required, elevates to the Project Director;
- Mobilize the people, organizations, projects and related activity required to achieve the project objectives;
- Delivers all communications/documentation products required to maintain situational awareness on project evolution;
- Chairs Project Steering Committee, after transition mutually agreed with the Project Sponsor;
- Approve Project Charter;
- Endorse PPAD (if applicable), EPAD;
- Provide ongoing leadership and guidance to the Project Manager and the Project Team;
- Liaise closely with the Project Sponsor;
- Approve Project Close Out Report.

2.1.4 Project Manager

Peter Garapick
Canadian Coast Guard
Superintendent, Arctic SAR
Sarnia, ON
519-312-4552

- Leads the Project Team towards the attainment of the project objectives defined in the Project Charter;
- Project Manager has a direct report to the Project Leader;
- Develops and maintains formal progress reporting mechanisms to Senior Management through the CROPP PMO;
- Manages project scope, risk management and change management issues and elevates issues to Project Leader;
- Prepares and submits bi-monthly project updates and monthly consolidated detailed Project Reports to the CROPP PMO;
- Communicates with all levels of stakeholders as required.
- Development of Project Charter, Project Risk Log, Project Implementation Plan, Project Close Out Report;
- Develops or support development of other project major documents; TSOR, RFP, Bid Evaluation, etc.;
- Initiate Project Change Requests (PCRs) and secure their approvals;
- Close-Out: Ensure project acceptance, all documentation collected including a completed Project Close Out Report, WIP accounts closed;

- Interact closely with Regional Project Managers on all aspects of Project Implementation efforts;
- Support PPAD, EPAD development, if required.

2.1.5 Regional Project Officer

Steve Thompson
Canadian Coast Guard
Officer, Arctic SAR
Sarnia, ON
438-993-4622

- Work as a member of the project team and the community as a whole to help coordinate all regional activities that support the successful delivery of the project;
- Manages all aspects of the project within their area of responsibility;
- Ensure that all reports and updates are forwarded to the National Project Manager.
- Supports the development of Project Charter, Project Risk Log, Project Implementation Plan and Project Close Out Report;
- As the key point of contact the Regional Project Officer will Interact closely with the Regional Project Manager on all aspects of Project Implementation efforts;
- Will manage project scope, risk management and change management issues and elevates issues to the Regional Project Manager.

2.1.6 Functional Authorities

Regional Functional – Real Properties
Eric Sands

Regional Functional – Marine Engineering
Ken Aker (Procurement), Ralph Wilhelm (Maintenance)

Regional Functional – Electronics and Informatics
Sylvain Pleau (Superintendent, Electronics and Informatics)

Regional Functional – Project Officer
Steve Thompson (Officer, Arctic SAR)

- Work as a member of the project team and the community as a whole to help coordinate all regional activities within their area of responsibility that support the successful delivery of the project;
- Specific deliverables:
    - Work with DFO/CCG Communications Officer to manage message of establishment, recruitment and mobilisation of IRB North station.
    - Ensure stakeholders and partners are engaged and informed as required.
    - Extend invitations to key Indigenous bodies such as the Nunavut Planning Commission and the Nunavut Impact Review Board and Nunavut Tunngavik Inc. (NTI)

- Manages all aspects of the project within their area of responsibility; and,
- Provide bi-weekly project updates and monthly detailed Project Reports to the National Functional Project Manager.

Functional Authority – Operational
Steve Thompson – CCG Officer, Arctic SAR with support from C&A Regional IRB Coordinator (Mandy Bartley), NHQ SAR Program Officer (TBD), and NHQ Training (Jean Frenette)

- Provides support in the preparation of the Operational Statement of Requirements.
- Ensures that national operational program requirements are incorporated into their specific assigned project under the CROPP Program and provides functional operational support to the Project:
  - Specific deliverables:
    - Ensure IRB North meets established operational standards
    - Equipment being purchased meets southern specifications and will be operational in a northern environment
    - Establish lines and levels of medical support for isolated IRB North station.
- Will be responsible for preparing and conducting a Proof of Performance Test where and when applicable.
  - Specific deliverables:
    - Annual validation of project target delivery and program analysis report.

Functional Authority – Policy on Indigenous Engagement
Bruno Bond – DFO Engagement Strategies

- Provides policy direction and guidance to be observed during the implementation of OPP initiatives.
- Ensures that CCG-related / Government of Canada policies and indigenous engagement areas of alignment are considered, and provides functional policy support to the Projects.

2.1.7 Other

Regional Project Management Office
Michael Davids – Central & Arctic Regional Project Management Officer.

- Provision of project management expertise in line with CCG standards
- Supports PMs with updating project documentation and reporting related to the projects
- Supports Regional OPP implementation team members with reporting related to staffing and accommodation deliverables for projects and other OPP program elements.
- Aligns regional reporting formats to national requirements.

2.2 COMMITTEES AND WORKING GROUPS

2.2.1 Project Steering Committee

- **Purpose:** The Project Steering Committee is a senior management level committee set up for a complex project to provide oversight, guidance and direction on major issues and activities.
- **Chaired by**: Project Director
- **Participants**: OPI's for each initiative, core team members, RD representative of executive boards
- **Agenda**: Progress reporting on a national perspective. Reports of exceptions on projects, including areas in red or yellow.
- **Frequency**: Monthly

2.2.2 Other Committees

Not applicable

2.2.3 Project Working Groups

- **Chaired by:** Project Leader
- **Participants:** Regional Superintendents SAR and Marine Engineering.
- **Agenda:** Progress reporting with emphasis on areas in red or yellow, common issues, milestones and risk management.
- **Frequency:** As required

2.2.4 Indigenous Engagement

Indigenous Stakeholder Name.	What are the Expected Activities?	Where is the location of Engagement?	When will the Engagement Commence?	What is the Engagement Approach?
Hamlet (and area) Elected Officials and Paid Employees (Mayor, Councillors, MLA(s), Senior Administration Officer (SAO), Economic Development Officer (EDO), Community Development Officer (CDO))	Meetings	In local community where IRB Station will be located.	As part of the (World Class) Arctic SAR Expansion Project, engagement has been taking place since 2015. Recent (June) engagement with government officials. On-going, as required.	CCG personnel have and will continue travel to visit government officials face-to-face or by telephone. No expectation that government officials will require Grants and Contributions to participate in meetings.

Indigenous Stakeholder Name.	What are the Expected Activities?	Where is the location of Engagement?	When will the Engagement Commence?	What is the Engagement Approach?
Local Community Members - Hunters and Trappers Associations (HTA), First Responders, Medical Unit personnel, CCG Auxiliary Members.	Meetings, Training Courses, Exercises	In local community where IRB Station will be located.	As above, it has taken place due to other projects; engagement will commence when announcement of IRB Station location is made by the Minister DFO.	Face-to-face meetings within the community at local meeting hall, rec centre or council chambers / offices or at participant's place of work (i.e. fire hall, medical centre). Do not expect Grants and Contributions are required due to local nature of meetings.
Territorial and Regional Governments (Emergency Management and/or Municipal and Community Affairs, Education departments)	Meetings, Workshops	Regional or Territorial capital cities or administrative headquarters	As above, it has taken place due to other projects; engagement will commence when announcement of IRB Station location is made by the Minister DFO.	Locally in community, or in regional/territorial headquarters offices. Expect governments to cover their costs for any travel.
Inuit Land Claims and advocate groups (NIRB, NTI, Inuvialuit Land Claims, etc.)	Meetings	Within local community where IRB station will be located and in hamlets where the relative group is headquartered.	As above, it has taken place due to other projects; engagement will commence when announcement of IRB Station location is made by the Minister DFO.	Locally in community, or in respective headquarters offices. Expect advocate group to cover costs for travel, if required.
Inuit Youth and Educators (i.e., Guidance Councillors, Teachers,	Workshops, Focus Groups	Engagement will occur at focus groups planned for five hub communities:	Following Ministerial announcement of station location. Expectation is	Grants and Contributions are required to cover travel of participants in

Indigenous Stakeholder Name.	What are the Expected Activities?	Where is the location of Engagement?	When will the Engagement Commence?	What is the Engagement Approach?
Employment Offices)		Kuujjuaq, Iqaluit, Rankin Inlet, Cambridge Bay, and Inuvik.	that these will occur in September and early October 2017, in order to design an effective recruitment campaign in Fall 2017.	focus groups.
Inuit Youth	Candidates interviews for IRB Employment	Engagement will occur at candidate interviews planned for five hub communities: Kuujjuaq, Iqaluit, Rankin Inlet, Cambridge Bay, and Inuvik.	February 2018	Grants and Contributions are required to cover travel from outlying communities to five hub communities where interviews are taking place.

The location of the IRB North station will be based on the extensive indigenous engagement that took place prior to the OPP as part of the Risk-based Analysis of Maritime Search and Rescue (RAMSARD) process of a complementary initiative, the 'Arctic SAR Project'. However, once the IRB North station location is confirmed, many indigenous stakeholders that will be engaged will be specific to the hamlet in which the station is based. Engagement will also take place in the territorial or regional government headquarters' (i.e., Iqaluit, Kuujjuaq, Yellowknife), the location of government offices, and personnel and in a select number of other Arctic communities as the project aims to attract interest of young Inuit from across the Arctic.

Indigenous stakeholders that CCG will meet with include elected officials of the hamlet in which the IRB station will be located (i.e., mayor and councillors, MLA(s)) and employees of the hamlet (i.e., Senior Administration Officer (SAO), Economic Development Officer (EDO), Community Development Officer (CDO)). Other local people and groups that will be will include the Hunters and Trappers Association, first responders and personnel of the local medical facility who may or may not be Inuit. Indubitably, the IRB North project will meet with young Inuit who will be interested in applying for the jobs of crewmembers and coxswains for the IRB unit.

Engagement with indigenous people and groups in the Arctic will be via face-to-face meetings, follow-up telephone calls and emails, and group presentations at schools, Arctic College campuses and other

learning institutions that will be identified (i.e., Nunavut Sivuniksavut in Ottawa). In order to design an effective outreach program for recruitment and hiring, focus groups will be held in five communities where the project hopes to pay for the travel of youth and education officials to learn from them what will work to attract candidates for employment in the IRB North operation.

The five communities will be the regional centres of Kuujjuaq (Nunavik), Iqaluit (Nunavut – Baffin), Rankin Inlet (Nunavut – Kivalliq), Cambridge Bay (Nunavut – Kitikmeot) and Inuvik (NT). Note: the estimated cost of bringing 6-7 people into each of these focus groups is estimated at $15,000 - $20,000 each, for a total of approximately $100,000.

As the IRB North project involves construction of a permanent station building, the applicable land claims offices, such as the Nunavut Impact Review Board (NIRB) based in Cambridge Bay, will be consulted. In addition, as the operation will employ young Inuit from across the Arctic, Inuit groups such as the Nunavut Tunngavik Incorporated (NTI) will be consulted. Furthermore, the Education Departments of Government of Nunavut (GN), Government of Northwest Territories (GNT) and the Kativik Regional Government (KRG) in Nunavik will be engaged, in order to involve youth at schools and learning institutions across the Arctic.

As a first step of the project, the three regional and territorial governments in the Arctic will be contacted either in-person or via telephone to ensure they are aware of, and support the IRB North project. Once the location has been formally announced by the Minister of DFO – expected in the summer of 2017 – the IRB North project team will immediately commence engagement of local officials and people, as well as hold focus groups with youth, educators and interested groups such as the NTI Jobs office.

A recruitment campaign will begin in November 2017 with in-person interviews scheduled for February 2018. Note: Grants and Contributions will also be required to bring candidates to the locations of the interviews, as distances and travel will be cost prohibitive for candidates in the Arctic. Video links will be used where possible. Estimated cost: $75,000.

Chapter 3 PROJECT DESCRIPTION

3.1 SCOPE & DELIVERABLES

The project will result in an ongoing operational Inshore Rescue Boat unit being established in an Arctic community. It will leverage the pre-existing CCG Fleet SAR capacity in the Arctic, RCAF resources available from southern bases, the established and growing CCG Auxiliary units based in Arctic communities, local first responders managed by the Governments of Nunavut, Northwest Territories and the Katavik Regional Government, as well as Canadian Rangers in subsequent project years.

The project will provide mechanisms and persons responsible to oversee the annual planning requirements, validation of results and allocation of project funding in line with the results achieved.

Key Deliverables include:

Deliverables	*Activities*
Project Management	Project Charter completed by May 2017.
	Project Work Breakdown Structure completed by May 2017.
	Project Implementation Plan completed by July 2017.
	Create and Maintain Risk Log by August 2017.
	Obtain IRB North project and expenditure authorities from TBS by July 2017 (Effective Project Approval Documents (EPADs)).
	Performance monitoring and reporting as required.
	Complete all Close Out Documentation by the end of FY 2021/22.

Deliverables	*Activities*
Geographical Site Selection	Inventory of all Arctic locations where SAR coverage gaps were deemed to exist by April 2017.
	Complete SAR Coverage Analysis by May 2017.
	Complete Regional Meeting / Recommendations by May 2017.

	Complete Press Release / Ministerial Announcement of station location by September 2017.

Deliverables	***Activities***
Temporary IRB Station and Operations	Obtain IRB North project and expenditure authorities from TBS by July 2017 (Effective Project Approval Documents (EPADs)).
	Complete lease of interim accommodations and acquisition of interim major equipment by October 2017.
	Follow up on milestones with DFO Real Property and PSPC, as required.
	IRB North will be fully operational with interim vessel and accommodations by June 2018.
	Complete all contract Close Out Documentation by the end of FY 2021/22.

Deliverables	***Activities***
Construction of Permanent IRB Station	Obtain IRB North project and expenditure authorities from TBS by July 2017 (Effective Project Approval Documents (EPADs)).
	Engage DFO Real Property and establish a critical path for IRB North construction by July 2017.
	Sign contract with PSPC for design and construction of Permanent Station by August 2017.
	Follow up on milestones with DFO Real Property and PSPC, as required.
	IRB North will be fully operational with permanent vessel and accommodations by June 2019.
	Complete all contract Close Out Documentation by the end of FY 2021/22.

Deliverables	*Activities*
Communications	Complete Ministerial Announcement material for IRB Station location by September 2017.
	Establish an IRB North communication strategy by November 2017.
	Engage Communications and partners in promoting Selection Process for IRB Crewmembers.
	Develop Press Releases for the IRB station as required.

Deliverables	*Activities*
Recruitment, Hiring & Training	Establish a HR & Training Plan by November 2017.
	Complete recruitment and hiring of IRB North crew by February 2018.
	Complete training of IRB north crew by May 2018.

In summary, this project will result in the establishment of a permanent – but seasonally operational – Arctic Ocean-based Inshore Rescue Boat Station staffed by two crews of Inuit from across the Arctic who are students in colleges, universities or other ongoing educational programs. The crews would each be composed of three well-trained individuals and operate in a two-week time-on / time-off schedule.

In addition, an experienced CCG SAR Officer will be on-site 24/7, acting as a supervisor for all crewmembers, until the station is ready to be operated in an autonomous manner (where experienced crewmembers return to a role of coxswain, assuming operational command of the station). This experienced CCG SAR Officer will have full operational command of the station at all times during the interim operations.

3.2 BUDGET

The table immediately below is consistent with the TBS budget as originally approved.

Bundle	Initiatives	VOTE		2017-18	2018-19	2019-20	2020-21	2021-22	Five Year Total	Ongoing
6.2 On-water presence and response capacity	Inshore Rescue Boat North (IRB)	OPERATING	Salaries	179,662	179,662	139,351	139,351	139,351	777,376	139,351
			O&M	267,476	346,693	299,597	299,597	299,597	1,512,961	299,597
			EBP	35,932	35,932	27,870	27,870	27,870	155,475	27,870
			Accommodations	23,356	23,356	18,116	18,116	18,116	101,059	18,116
			SSC Premium	4,900	4,900	4,200	4,200	4,200	22,400	4,200
		CAPITAL	Salaries						-	
			O&M	7,775,000					7,775,000	
			EBP	-	-	-	-	-	-	-
			Accommodations	-	-	-	-	-	-	-
		GRANTS AND CONTRIBUTIONS	GRANTS AND CONTRIBUTIONS	-	-	-	-	-	-	-
				8,286,327	**590,544**	**489,134**	**489,134**	**489,134**	**10,344,272**	**489,134**

3.3 WORK BREAKDOWN STRUCTURE

See Annex A for additional details.

3.4 MILESTONES

	Date (to be) achieved (mm/yy)
COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	09/17
COMPLETE PM DOCUMENTATION	08/17
COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	08/17
COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	10/17
SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	08/17
COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	11/17
COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	03/18
COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	04/18
COMPLETE TRAINING OF IRB NORTH CREW	05/18
DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	06/18
COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION	06/18
COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION	09/18
SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION	04/18
COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	06/18
COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	10/18
COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	03/19

COMPLETE TRAINING OF IRB NORTH CREW	05/19
COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES	05/19
DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	05/19
COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	05/19
COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	06/19
COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	09/19

3.5 SCHEDULE AND CRITICAL PATH

Target Dates	*Key Outputs*
Project Year 1	
FY 2017-18 (2017 Season)	• Evaluate the recommendations from the Winter 2017 IRB North Station Location Assessment Team, which built on work done by the CCG Auxiliary Arctic Expansion Team in 2016/17, to identify a suitable location for the IRB North station • Assess and select the most appropriate IRB North station location and crewing model to maximize Indigenous participation • Fall-Winter: Conduct a recruitment drive in Arctic communities to recruit Inuit from across the Arctic who are students in colleges, universities or other ongoing educational programs, to act as crewmembers for the IRB North station's 2018 inaugural season • Assess and select the most appropriate IRB North rescue vessel type and initiate the procurement process • Finalize requirements and specifications for interim and permanent IRB North stations
Project Year 2	
2018-19 FY (2018 Season)	• Conduct recruitment of young Inuit in Arctic communities and training of selected Inshore Rescue Boat crews (winter/spring 2018) • Inshore Rescue Boat North station is fully operational in an interim configuration for the 2018 season – boat, truck, trailer, accommodations, storage • GT-05 Supervisor on-site and mentoring and training new crew members. • Construction of permanent IRB North station commences • Seasonal Evaluation: recommend changes and improvements
Project Year 3	
2019-20 FY (2019 Season)	• Conduct recruitment of young Inuit in Arctic communities and training of selected Inshore Rescue Boat crew to replace non-returning crew (winter/spring 2019) • Open permanent station facilities; familiarization process. • Monitor operations, evaluate season performance, and recommend

	improvements
Project Year 4	
2020-21 FY (2020 Season)	• Conduct recruitment of young Inuit in Arctic communities and training of selected Inshore Rescue Boat crew to replace non-returning crew (winter/spring 2020) • IRB North operates without Supervisor; monitor operations • Seasonal Evaluation: recommend changes and improvements
Project Year 5	
2021-22 FY (2021 Season)	• Conduct recruitment of young Inuit in Arctic communities and training of selected Inshore Rescue Boat crew to replace non-returning crew (winter/spring 2021) • Project Review; Season Evaluation; Recommend steps forward

The critical path for this project is as follows:

Tasks	Schedule				
	2017-18	2018-19	2019-20	2020-21	2021-22
Milestone 1					
Project Documentation	■				
Milestone 2					
Site Selection Process	■				
EPADs	■				
Interim Vessel & Minor Capital Acquisition Process	■				
Interim Accommodation Lease Option	■				
Recruiting, Staffing and Training of Crew (*)	■	■	*Annual recruitment and training of new crewmembers to replace non-returning crewmembers		
Milestone 3					
Construction Plan for Permanent IRB North Station	■				
Permanent Vessel & Minor Capital Acquisition Process	■				
Milestone 4					
Interim Operations Commenced		■			
Milestone 5					
Construction of New IRB Station		■			
Milestone 6					
Operations conducted in a Permanent vessel and station			■		
Milestone 7					
Annual Operations Conducted				■	■
Milestone 8					
Development of Project Close Out Report and further recommendations					■

3.6 ASSUMPTIONS & CONSTRAINTS

3.6.1 Assumptions

- Acquisition of land in the selected community (via either lease or purchase) will be possible
  - DFO Real Property / PSPC's capacity to acquire a suitable site
    - Non-contaminated
    - Geotechnically sound
    - Free of historical or archeologically sensitive sites

  - Approval generated from all relevant agencies (i.e., Government Agencies, Communities, Land Claims Organizations)
- Regional skilled resources will be available for construction
- Commercial off-the-shelf equipment, and service requirements, meeting technical specifications will be available in location – via either local contractor or technician flown in
- Design and construction of facility will be suitable for the environment
- Sufficient harbour depth for location of floating docks or new docking/mooring arrangement
- Suitable location for a docking/mooring/fueling facility is available at the location
- Any refurbishment or maintenance of existing facilities at the location is permitted
- Suitable labour pool of local contractors, or other arrangements, will permit construction to continue on scheduled timeline
- Vessel and vehicle acquisitions are completed in sufficient time to not impede project timelines

3.6.2 Constraints

3.6.2.1 Technical Constraints

- New class of IRB vessel will likely be required for operations at this station
- Technical aspects of the new vessels to be considered during the construction phase:
  - Additional fuel capacity
  - Onboard hydrography capabilities (CHS Burlington)
  - Environmental Response capabilities on vessel, if deployment of boom or other equipment is needed
  - Updated communications package, with built in redundancy
  - Additional parts stored at station for quick repairs to vessels – marine engineering and electronics and informatics components
  - Secondary vessel on site as backup for operations
  - Redundant equipment and maintenance options

3.6.2.2 Operational Constraints

- Delays in confirmation of the station location may impact the project timeline
- Delays to construction of a new station may be caused by severe weather conditions in the area
- Ice conditions in the area of the new station may delay the start of the operational season
- Delays in the delivery of the vessels to the site could extend the start date of the season
- Construction and shipping constraints, due to the limited sealift duration, will need to be factored into the project planning calendar
- All aspects of the project must be compatible to a cold and hostile environment
- Storage of all SAR station equipment and operational assets
- Lack of operational knowledge of the area 2018 / 2019. This will also include the lack of navigational aids for most areas in the Canadian Arctic
- Secure dockage, sheltered acreage and ease of recovery from beach
- Means to protect personnel and equipment from the environmental factors, including wildlife

3.6.2.3 Resource Constraints

- If the vessel(s) procurement is (are) not complete within a suitable timeframe, the program will lose the window to ship the vessels north on a CCG vessel. This could cause a substantial increase in the cost to program, and a loss in program-related operational time.
- Accommodations and office space are limited in the north. Irrespective of location for the 2018 season, it is possible that the crews may be required to use commercial accommodations in the event that a suitable station location cannot be secured.
- Additional transportation costs for crew changes may be incurred, depending on the residence location of the students
- Seasonal closure of the IRB station and storage of the vessels and other operational equipment in a secure location for 8 months.

3.6.2.4 Project Management Constraints / Business Rules

- **Contingency Funds:** Normally, the Project Manager has the authority to manage the project budget, minus the allotted contingency funds. Should contingency funds be necessary to mitigate a project risk, the Project Manager must secure a Project Change Request (PCR) approval through the Project Leader or Project Steering Committee, as appropriate.
- **Project Delays:** The Project Manager has the authority to manage the overall project schedule and adjust work slippage up to a maximum of one calendar month. The rationale and risk mitigation strategy shall be reported in the current month's Project Progress Report. If the project team identifies an issue or risk that delays a key project milestone or progress payment beyond one calendar month, the Project Manager shall advise the Project Leader or Project Steering Committee, as applicable, of the issue and recommend appropriate mitigation options. The issue shall be fully documented in the Project Progress Report and the Project Risk Log. Should the delay extend beyond 60 days, the issue shall be escalated. The Project Manager will need to coordinate with the OPP Project Management Office.
- **Risk / Issue Escalation:** A risk that is reporting as yellow on the dashboard of the National Project Progress Report (National PPR) for two consecutive months shall be reported red in the next reporting period. It will remain red until such time as the Project Leader or Project Steering Committee has been briefed, action is taken to mitigate the risk and/or the Project Change Request approved, as necessary.
- **ILS-Related Project Funds:** Not applicable. The Project Manager shall ensure the project budget forecasted in the PPAD /EPAD for Integrated Logistic Support deliverables such as, cost of training, spare parts, maintenance plan etc., are allocated and expended for this purpose and is not authorized to reallocate for other project costs.

3.7 RISK MANAGEMENT

Risk	Category	Impact	Likelihood	Risk Level	Mitigation
If the recommended location put forth by the CCG for the station location is not chosen by the Minister DFO, then delays in project planning and implementation can be expected.	Governance	High	Unlikely		No mitigation. The risk will be accepted, and the project team will adapt accordingly.
If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements (and their associated implementation plans), then the incompleteness of this information may negatively impact the project objectives timeline.	Engagement	Medium	Moderate		During the early project implementation stage, identify a stakeholder assessment matrix, along with communication and engagement plan for internal stakeholders (DFO-CCG and OGDs) and external stakeholders (Indigenous groups, governments and communities).
If unfavourable Arctic environmental (e.g. extreme weather, prolonged winter conditions, early summer) conditions occur, then there may be negative impacts to project. Reliance on shipping, transport, building and installation of equipment and delays to the project timeline could be expected.	Capacity	High	Moderate		Using alternate transportation methods available via OGD or commercial sources.
If there is significant competition for employment of indigenous personnel in the region, then there could be negative impacts to recruitment and staffing which could delay project timelines.	Capacity	High	Moderate		Work with DFO-HR to identify alternative suitable IRB North staffing models which ideally continue to maximize indigenous employment.
Failure to secure adequate dockage or mooring facilities for two vessels in a secure location. If required, the vessels could be stored on a trailer at the station	Project Management	High	Moderate		The use of a portable launch ramp should be explored as a secondary arrangement for launch and recovery operations.

Risk	Category	Impact	Likelihood	Risk Level	Mitigation
location, in a secured environment. The possibility remains that a suitable docking arrangement may not be possible; this would require the vessel to launch from the beach on all tasking or training events.					
Failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, would significantly delay the project timeline.	Client and Stakeholder Relationship	High	Unlikely		This is unlikely to happen given the relationship with the Governments of Nunavut, Northwest Territories and Katavik Regional Government. Community consultation will be required within the selected community. Alternatively, the location of the station could be moved to another community in the Arctic (Nunavik, Northwest Territories or Nunavut).
Lack of suitable skilled trade to complete station build for the 2019 operational season could significantly delay the project timeline.	Project Management	High	Likely		Labour requirements would remain the responsibility of the contractor awarded the RFP. However, there is the possibility of DFO/CCG construction crew on-site in order to erect, or assist with, station construction. Consolidation with the Arctic College for student assistance in the build process during 2018. Delivery of CCG St. Lawrence Sector IRB portable accommodation (new design) as an interim measure.
Delays in delivery and operationalizing capital equipment as a result of procurement issues could result in significant project timeline delay.	Contract Administration	Medium	Moderate		Identify high-impact capital items (i.e., vessels, trucks, trailers, accommodations) and source a suitable back-up for operational requirements for the 2018 IRB season.
Delay or failure in acquiring suitable vessels for the station will result in a nonoperational status of the unit and could result in significant project timeline delay.	Project Management	High	Moderate		Non-modified vessel purchased from manufacturer may be suitable for the 2018 operational season. An existing CCG Fleet/SAR Programs vessel could be shipped and used as SAR resource in 2018, and replaced with new vessel(s) later in the season, or in a subsequent year.
Lack of suitable accommodations, office space and work area will require a revaluation of the	Project Management	High	Moderate		Community visit will occur in Spring 2017 to identify suitable options and identify constraints.

Risk	Category	Impact	Likelihood	Risk Level	Mitigation
location for the IRB unit. This will create time delays in the delivery of the required equipment for operations and delay the opening of the IRB station for the 2018 season.					
If Environmental certification of on-site fuel storage tank(s) is not awarded, this could result in significant project timeline delay.	Project Management	Moderate	Unlikely		Pre-engage with Nunavut Impact Review Board and Hamlet to define fuel storage tank(s) certification requirements in the community. Implement larger plan for use of fuel drums and portable fuel cans. Establish an "on-demand" contract for local fuel delivery.
If vessel training program for a non-standard CCG IRB vessels is required, this could result in significant project timeline delay.	CCG Regional Training	High	Unlikely		Provisions to the regional training program will be needed as the vessels that will be used for the IRB North are non-standard; coxswains will need time on the vessel prior to the operational season. Training should take place with the station operations officer before the vessels are operational.
If interim vessel storage facility for 2017/2018 is not available, this could result in significant project timeline delay.	Program Management	High	Likely		Locate internal (ideally heated) secure storage. As alternate option, source rented storage (which would include wrapping the vessel in a protective cover within the secure storage compound).
If Territorial elections in Oct 2017, and/or municipal elections in Dec 2017 result in a change in elected officials, then this could result in a change in support for the project.	Program Management	Low	Moderate		Formalize an agreement with current elected officials in Spring/Summer of 2017 in order ensure continued support for the project.
If accessibility of gasoline is not on-site, then impacts to SAR ability to support day-to-day operations can be expected.	Requirement	High	Moderate		Implement larger plan for use of fuel drums and portable fuel cans. Establish an "on-demand" contract for local fuel delivery.

3.8 PROCUREMENT MANAGEMENT

3.8.1 Procurement Method

The procurement methods for this project are as follows:

- **Station Construction** – Request for Proposal. The requirement for a Request for Proposal will be verified through consultation with the PSPC Project Manager. Initial consultations reveal that two options may be suitable, and both would be carried out through a Request for Proposals – Design/Bid/Build and a Design/Build. All additional aspects of the facility will be contained within the Request for Proposal. Modular options for station construction will also be evaluated.

- **Geotechnical / Topographical / Contaminated Site Survey** – Standing Offer. It is expected that the geotechnical, topographical, and contaminated site surveys will be completed via an existing Standing Offer, and arranged through DFO Real Property. However, if this is not feasible, a Request for Proposal will be issued.

- **Land Acquisition/Leasing** – Leasing (anticipated). The requirements for developing a land lease at the proposed construction site will be evaluated by PSPC Land Acquisition Specialists, and an appropriate methodology will be proposed and utilized. It is anticipated that site leasing will be carried out between PSPC and the Territorial Government of jurisdiction.

- **Primary Vessel** – Existing Contract. The vessel will be procured by exercising an option on an existing supply contract. The National Small Craft Acquisition Program Manager will be engaged in this process.

- **Stand-By Vessel** – Interdepartmental or intradepartmental transfer. The stand-by vessel will be procured through an interdepartmental or intradepartmental transfer based on the procurement activities resulting from the Small Craft Acquisition Program.

- **Shipping** – Standing Offer. Shipping of goods and services will either be via a Standing Offer with Desgagnés Transarctik, or through use of a Canadian Coast Guard vessel, with appropriate cost-recovery.

- **Interim Truck** – Intradepartmental transfer. The interim truck will be acquired through an intradepartmental transfer.

- **Permanent Truck** – Standing Offer. A Long Form Business Case will be prepared and approved by the applicable senior management. Once approved, an existing standing offer will be used, with the assistance of the Regional Vehicle Fleet Manager.

3.8.2 Procurement Plan

All major procurement activities for the construction of the station will be coordinated through PSPC, and be bound by the applicable Terms of Reference for the project. Additional technical support will be provided by DFO Real Property Engineers, when required.

3.8.3 Procurement Activities

The procurement methods for this project are as follows, as explained above:

- **Station Construction** – Request for Proposal.
- **Geotechnical / Topographical / Contaminated Site Survey** – Standing Offer.
- **Land Acquisition/Leasing** – Leasing (anticipated).
- **Primary Vessel** – Exercising Option on Existing Contract.
- **Stand-By Vessel** – Interdepartmental or intradepartmental transfer.
- **Shipping** – Standing Offer.
- **Interim Truck** – Intradepartmental transfer.
- **Permanent Truck** – Standing Offer.

3.9 IM/IT REQUIREMENTS

3.9.1 General Equipment

The IRB North project will require traditional IM/IT support; similar to what is found at all other existing SAR and IRB stations. The Program will require at minimum, a laptop computer, printer and scanner (and associated drivers), and reliable access to the internet. This will permit daily operational tasks to take place, including emails, report writing, HRG, Phoenix pay etc. Intranet access will be a negotiable topic, depending on the support required from IM/IT and the infrastructure in place at the proposed IRB location.

The station will also require a shore-based landline phone connection, along with cellular and satellite phones. An analysis of network and carrier cell coverage in the Area of Operations should be carried out prior to any procurement being undertaken.

Additional technical components expected to be present at the permanent station, but necessarily present during the interim operations, include a VHF transceiver and antennae, and HF/MF radio capabilities. These capabilities will be integrated into the vessel, but additional consideration will be extended to having these services available at the station.

Chapter 4 PROJECT REPORTING

4.1 DOCUMENTATION MANAGEMENT

All key project documents for this Project, such as: Project Charter, Project Implementation Plan, Project Close-out, and other major documents, once approved, will be electronically filed into the Electronic Knowledge Management Environment (EKME). Reference the Document Management section of the Program Management Plan.

4.2 PROJECT PROGRESS REPORTING

Project Progress Reports (PPRs) for each initiative will conform to the Project Progress Reporting process as detailed in the Project Management Framework of the Program Management Plan.

1) A Monthly detailed project report will be submitted to the OPP Program Team by the Project Manager for each initiative. The report will be completed using the PMIS system (currently being completed) unless we are directed to continue to use the current PMO Monthly Project Template;

2) Regional Project Managers will also complete the report on a monthly basis and will forward their Regional report to the National Project Manager for further analysis;

3) A Monthly Project Review meeting will be scheduled by the OPP Program Management appointed representatives (Project Management, Finance and PMO), the Regional Project Manager and any other representation that either the National Project Manager or Regional Project Manager sees a need for attendance;

4) A bi-weekly Project Team meeting will be scheduled by the National Project Manager with the Regional Project Team to discuss progress and to capture, record and action any action items. The National Project Manager will maintain the Project Action Item List.

ACTION ITEM LOG – OPP PROJECT 8H310				
#	Date Tabled	Action Required	OPI	Comments

4.2.1.1 Project Change Requests

The Project Change Requests (PCRs) for all initiatives will conform to the current CCG PMO Project Change Request process as detailed in the OPP Program Management Plan.

4.3 RISKS & ISSUES LOGGING

Each OPP initiative will initiate and maintain a risk log compliant to the Risk Log template attached to the Program Management Plan. Risks will be identified, will be logged regularly into the project risks log and reviewed/edited monthly before updating the Risk section of monthly Project Progress Reports.

Chapter 5 ENGINEERING MANAGEMENT

5.1.1.1 Requirements

Requirements for the IRB North project will be developed in the Statement of Operational Requirements (SOR), and the Technical Statement of Requirements (TSOR), as applicable. Detailed User Requirements information will be developed and provided by the National Program Manager to both DFO Real Property and PSPC for inclusion in the SOR and TSOR documentation. Once completed, the User Requirements will be included as Annex C to this report.

5.1.1.2 Design

All design components of the Inshore Rescue Boat station will be undertaken by a contracted authority under the PSPC-managed Request for Proposal. The National Program Manager, DFO Real Property and PSPC will review and approve all design aspects of the project, prior to authorizing construction to commence.

All design elements of the vessel are outlined in the TSOR, included as Annex B to this report, and are the responsibility of the manufacturer.

5.1.1.3 Testing

Verification testing of all applicable assets will be completed by the relevant Program Manager. Acceptance requirements for the vessel(s) are outlined in the TSOR annexed to this report, and will be completed by the National Small Craft Acquisition Program Manager.

5.1.1.4 Construction & Delivery

All construction and delivery conditions for the Inshore Rescue Boat station will be outlined by PSPC in the Technical Statement of Requirements annexed to the Request for Proposal. While not fully explored at this time, it is expected to include one or more of the following elements:

- Construction site(s) inspections by the PSPC inspectors;
- Construction site inspections by DFO Real Property Engineers;
- Requirement for contractor to submit construction / build status reports at routine intervals;
- Requirement for a third-party inspection prior to delivery.

Construction and Delivery conditions will be decided by PSPC, in consultation with DFO Real Property and the National Program Manager.

Chapter 6 INTEGRATED LOGISTIC SUPPORT MANAGEMENT

Integrated Logistic Support for this project will entail support from CCG Marine Engineering, CCG Electronics and Informatics, CCG SAR Programs, as well as close liaising with CCG Environmental Response

6.1.1.1 Configuration Management

All configuration change requests for the vessel, outside of those identified in the Annexed TSOR will be implemented through Marine Engineering using the configuration change request process (Form CT-013-000-EO-CM-001). Prior to any configuration change requests being submitted, appropriate consultations will occur with the applicable subject matter experts.

6.1.1.2 Maintenance Management

In consultation with CCG Marine Engineering (and CCG Electronics and Informatics, as appropriate), a maintenance plan for the vessel will be developed. A Memoranda of Understanding between the program and CCG Marine Engineering and between the program and CCG Electronics and Informatics will be developed, outlining the service requirements and methodology. It is expected that preventative maintenance on the vessel is completed at regularly scheduled intervals, and that this maintenance is completed by on-site technicians. It is expected travel of these technicians occur from other CCG sites in order to perform service. An investigation of local service delivery, for use when required, will also be completed once the location of the station is verified.

Maintenance requirements for the station will be the responsibility of DFO Real Property, in a manner consistent with other Search and Rescue stations. All preventative and routine maintenance will be the responsibility of DFO Real Property, in consultation with the National Program Manager, and delivered using DFO Real Property contracting mechanisms (i.e., Request for Proposal, Standing Offer).

6.1.1.3 Supply Chain Management

In consultation with CCG Marine Engineering and CCG Electronics and Informatics, a cache of spare parts will be available on-site for all equipment and systems on the vessel. From a Marine Engineering perspective, the following parts will be available on site, at minimum:

DATE:	June 28 2017

Boat	Rough Water™ 9.11 - Extended Wheelhouse		
Hull Number	CA-QFT29075E617		
Configuration	Cuddy/ EXT WH	Style	RHIB
Propulsion	Twin OB	Make	Yamaha
Hull Colour	Grey	House Colour	Grey
Interior Colour	Grey	Resin	VE

Purchase Order	Option Boat No. 2
Contract Number	F7047-150005/001/MC
Customer	CCG Arctic SAR
Contact	Ken Aker (CCG) / Chantal Pilon (PSPC)

Spare Parts List

Motors

Item	Brand	Model Number	Unit Price	QTY		Extension
Right Hand Prop	Yamaha	6G5-45978-03-00	$815,00	1		$815,00
Left Hand Prop	Yamaha	6K1-45978-02-00	$815,00	1		$815,00
Prop Wrench	Atwood	11370-7	$25,00	1		$25,00
Water Pump Repair Kit	Yamaha	6CE-W0078-01-00	$440,48	2		$880,96
Oil Filter	Yamaha	N26-13440-02-00	$57,74	2		$115,48
Fuel Filter (on engine)	Yamaha	6P3-24563-01-00	$41,94	2		$83,88
Fuel Filter (Racor)	Parker Racor	320	$36,95	4		$147,80
Anode (Trim Pump)	Yamaha	6G5-45251-02-00	$63,22	2		$126,44
Lower-end Seal Kit	Yamaha	6CE-W0001-21-00	$582,76	2		$1 165,52
Anode (Cav Plate)	Yamaha	61A-45371-00-00	$70,36	2		$140,72
Engine Oil 4L	Yamaha	YMR-4M10W-30-4L	$63,06	3		$189,18

Item	Brand	Model Number	Unit Price	QTY	Extension
Gear Lube (4L)	Quicksilver	858065KC1	$152,00	1	$152,00
Gear Lube Pump	Quicksilver	8M0072135	$15,51	2	$31,02
				Subtotal Motors	$4 688,00
Collar					
Item	**Brand**	**Model Number**	**Unit Price**	**QTY**	**Extension**
Spare Collar	Wing / Rosborough	9600003- GREY	$25 425,00	1	$25 425,00
Patch Kit	Wing / Rosborough	3520000-GREY	240	2	$480,00
Scupper Socks (set)	Rosborough	SCPRSK-9M-BLK	$100,00	1	$100,00
Tube Fill Attachment	Rosborough	COLLAR-ADAPT- 90DEG	$25,00	1	$25,00
				Subtotal Collar	$26 030,00
Steering					
Item	**Brand**	**Model Number**	**Unit Price**	**QTY**	**Extension**
Steering Seal Kit	Teleflex	HS 5167	$145,62	2	$291,24
Steering Fluid (1G)	Teleflex	HA 5440	$125,83	2	$251,66
				Subtotal Steering	$542,90
Electrical					
Item	**Brand**	**Model Number**	**Unit Price**	**QTY**	**Extension**
Blade Fuse Assort Pkg	Blue Sea	ATC/ATO 5289	$20,90	2	$41,80
Bilge Pump (FWD)	Rule	24-35	$70,00	1	$70,00
Bilge Pump (AFT)	Rule	200-10	$190	1	$190,00
Float Switch	Rule	37FA	$76,00	1	$76,00
High Water Alarm	Rule	5450035	$109,00	1	$109,00

Item	Brand	Model Number	Unit Price	QTY	Extension
Battery	Power Battery	8A31DT	$435,00	2	$870,00
Nav Light Bulbs	Phillips	6593112	$1,70	6	$10,20
Searchlight Bulbs	Phillips	6560701	$92,50	2	$185,00
				Subtotal Elec	$1 552,00
Boat (Misc)					
Item	**Brand**	**Model Number**	**Unit Price**	**QTY**	**Extension**
Wiper Blades	Ongaro	7905415	$51,00	2	$102,00
Windshield Wash Fluid	Reflex -49°C / 4L	029-4120-4	$6,25	8	$50,00
Garboard Plug Insert	Perko	710050	$9,00	2	$18,00
Teflon Tape	Dorman	024-4800-6	$8,00	2	$16,00
GRP Repair Kit	Rosborough	RB-GRP-KIT-GREY	$150,00	1	$150,00
Trim Tab Anode Kit	Martyr	745275	$11,00	2	$22,00
				Subtotal Boat	$358,00
Trailer - RB9M-14					
Item	**Brand**	**Model Number**	**Unit Price**	**QTY**	**Extension**
13" 7K SS ROTOR	DEEMAXX	BRDM 13-07KSS/ROT	$755,33	4	$3 021,32
13" Brake Pads SS	DEEMAXX	BRDMPAD-13-SS	$107,20	4	$428,80
Caliper Re-build Kit	DEEMAXX	BRDM-DBC205-KIT	$166,33	2	$332,66
LED Amber Light	Tecniq	LIGTNCLR-AMB	$4,76	4	$19,04
Left Tail Light	Tecniq	LIGTNTAIL-REC-LH	$33,66	1	$33,66
Right Tail Light	TECniq	LIGTNTAIL-REC-RH	$30,25	1	$30,25

Spare Tire / Wheel	Boat Master	TIA160R265E-8GAL	$455,63	1	$455,63
Break away switch	Boat Master	BACEH-BK-SWITCH	$20,53	1	$20,53
8 Lug 1/2 Stud 7k Axle	Boat Master	HU8-7K1/2-IDLER GAL	$81,53	8	$652,24
Outer Bearing	Timken	HU8TK-OB-3500	$28,42	2	$56,84
Inner Bearing	Timken	HU6TK-IB-27-30-35-40	$29,98	2	$59,96
Super Seal	Viton	HU6AT-5300	$35,66	1	$35,66
Sport Diaphragm	Boat Master	HU6AT-10	$11,01	2	$22,02
Grease Cap	Boat Master	HU6P-GC-AX	$1,52	8	$12,16
Grease	Sierra	S1897101	$10,13	6	$60,78
Grease Gun	Belray	12-172	$40,25	1	$40,25
				Subtotal Trailer	$5 281,80

Recommended Spares Total (HST & Shipping Excluded)	$38 452,70

From an Electronics and Informatics perspective, it is expected that all systems which are standard-issue CCG components will have one spare part on site, while any non-standard items will have two spare parts on-site.

6.1.1.4 Technical Data Management

Copies of all vessel manuals, drawings and design documentation will be provided to CCG Marine Engineering, the National Small Craft Acquisition Manager, and also be available on-site. Cataloging of all components (i.e., systems, wiring) and maintenance requirements will be conducted by technicians from CCG Marine Engineering and CCG Electronics and Informatics prior to the delivery of the vessel.

All technical components installed within the station will be catalogued by CCG Electronics and Informatics and DFO Real Property, as appropriate, with maintenance requirements dictated by asset ownership.

6.1.1.5 Operational Training Management

Training requirements for all newly selected crewmembers will include the standard Inshore Rescue Boat crewmember training, delivered to each spring to all new (and returning) Inshore Rescue Boat personnel. New IRB North employees will join their colleagues from CCG Central & Arctic Region for this training, expected to be conducted annually in late-April and early-May, where they will receive instruction in all required courses, including DFO Occupation Health and Safety, Security Awareness, Small Vessel Operator Proficiency (SVOP), Rigid Hull Inflatable Operator Training (RHIOT), Marine Emergency Duties-A3 (MED-A3), among others. National training requirements are in place for all Inshore Rescue Boat employees, and the IRB North crewmembers will meet this training standard.

Site-specific training will be delivered by the CCG Supervisor, while any additional instruction or training required (i.e., firearms handling, MF/HF radio use) will be organized by the National Program Manager, in consultation with Integrated Business Management Services, and delivered by the responsible authority.

Known training requirements and timelines are listed in the Work Breakdown Structure (Annex A).

6.1.1.6 Technical Training Management

Technical training management will be the responsibility of the National Program Manager, and be monitored using the PeopleSoft program, consistent with other Inshore Rescue Boat operations. Coordination with Integrated Business Management Services may be required to organize any additional training courses, if required outside of annual Inshore Rescue Boat crewmember/coxswain training.

Chapter 7 REFERENCES

7.1.1.1 Project Documentation

The following documents are referenced in the Project Implementation Plan:

	Document	Status
1.	Statement of Operational Requirement (SOR) for OPP Initiative: IRB North, Project 8H310.	*Under development*
2.	Technical Statement of Requirements (TSOR) for the Station OPP Initiative: IRB North, Project 8H310.	*Under development*
3.	Technical Statement of Requirements (TSOR) - Requisition number F7047-150005, provision of quantity one (1), 8.75 to 9.25 m Glass Reinforced Plastic (GRP) Rigid Hull Inflatable Boat (RHIB) with extended cabin and trailer	*Included: Annex B*
4.	Preliminary Project Approval (PPA) for OPP Initiative IRB North, Project 8H310	*Under development*
5.	Effective Project Approval (EPA) for OPP Initiative IRB North, Project 8H310	*Under development*
6.	Project Risk Log for OPP Initiative IRB North, Project 8H310	*Under development*
7.	Project Charter for OPP Initiative IRB North, Project 8H310.	*Approved*
8.	Work Breakdown Structure for OPP Initiative IRB North, Project 8H310.	*Approved*
9.	Small Vessel Acceptance Test Plan and Procedures, OPP Initiative IRB North, Project 8H310.	*Marine Engineering*

7.1.1.2 Methodology Documentation

	Document Name	EKME No / Intranet
1.	Overview of Project Management for Capital Projects	Intra.coast-guard.ca/ITS/ILS/PMM
2.	Approvals and Delegation of Authority	Intra.coast-guard.ca/ITS/ILS/PMM
3.	Requirements Development	Intra.coast-guard.ca/ITS/ILS/PMM

4. Third Party Review	Intra.coast-guard.ca/ITS/ILS/PMM
5. Test, Evaluation and Acceptance	Intra.coast-guard.ca/ITS/ILS/PMM
6. Governance and Stakeholder Engagement	Intra.coast-guard.ca/ITS/ILS/PMM
7. Risk Management	Intra.coast-guard.ca/ITS/ILS/PMM
8. Integrated Logistic Support	Intra.coast-guard.ca/ITS/ILS/PMM
9. Financial Management	Intra.coast-guard.ca/ITS/ILS/PMM
10. Environmental Engineering	Intra.coast-guard.ca/ITS/ILS/PMM
11. Lessons Learned	Intra.coast-guard.ca/ITS/ILS/PMM
12. Use of Regulatory Regime	Intra.coast-guard.ca/ITS/ILS/PMM
13. Costing	Intra.coast-guard.ca/ITS/ILS/PMM
14. Transition	Intra.coast-guard.ca/ITS/ILS/PMM

Chapter 8 ACRONYMS, TERMS, DEFINITIONS

8.1.1.1 Acronyms, Expressions, Terminology

If required, a list of the Acronyms, Expressions and Terminology is to be provided.

CCG	Canadian Coast Guard
DFO	Department of Fisheries and Oceans
DND	Department of National Defence
EPAD	Effective Project Approval Documents
IRB	Inshore Rescue Boat
OPP	Oceans Protection Plan
PSPC	Public Services and Procurement Canada
SAR	Search and Rescue
SCAP	Small Craft Acquisition Program
SOR	Statement of Requirements
TSOR	Technical Statement of Requirements

Chapter 9 ANNEX A

9.1.1.1 IRB NORTH PROJECT - WBS STRUCTURE

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
0	**OPP Inshore Rescue Boat North Project 8H310**		**1304 days?**	**Sat 17-04-01**	**Thu 22-03-31**	$8 156 662,40	**$455 662,00**	**$379 350,80**	$379 350,80	$379 350,80	**$9 750 376,31**
1	**Cost Budget Management**					$8 156 662,40	**$455 662,00**	**$379 350,80**	$379 350,80	$379 350,80	**$9 750 376,31**
1.1	**Project Integration and Scope Management**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.1.1	Project Charter					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.1.2	Complete Project Implementation Plan					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.2	**Misc. Purchases**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3	**Project Cost and Schedule Mgmt**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.3.1	Create WBS / Schedule / Milestones / Critical Path					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.2	EBP - 20% of Salary Amounts					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.3	Accommodations - 13% of Salary Amounts					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.4	**Reserve**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.3.4.1	Capital					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.4.2	O&M					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.4.3	G&C					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.3.4.4	4% Salary Holdback					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4	**Communication & Stakeholder Management**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.4.1	Monthly Project Reports					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.2	Prepare and Submit Stakeholder Reports - support to PMO Team					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.3	Other Communication Ad Hoc Requests					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.4	Indigenous consultations / meetings					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.5	Public consultations					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.6	Other stakeholder consultations					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.7	Enablers					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.8	**Meetings**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.4.8.1	Monthly Project Review Meetings					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
1.4.8.2	Bi-weekly Update Meetings					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.9	**Reporting**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.4.9.1	Detailed Monthly Project Reports					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.4.9.2	Ad Hoc Reports					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5	**Procurement Management**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.5.1	Procurement Strategy and Identification of key Procurements					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.5.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6	**Risk Management**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.6.1	Create and Maintain Risk Log					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.6.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7	**Quality Management**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.7.1	Quality Plan					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.7.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8	**HR Management**					$179 661,96	**$179 661,96**	**$139 350,78**	$139 350,78	$139 350,78	**$777 376,31**
1.8.1	**SALARIES**					$179 661,96	**$179 661,96**	**$139 350,78**	$139 350,78	$139 350,78	**$777 376,31**
1.8.1.1	Atlantic					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2	**C&A**					$179 661,96	**$179 661,96**	**$139 350,78**	$139 350,78	$139 350,78	**$777 376,31**
1.8.1.2.1	**Quebec**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.8.1.2.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.2	**Ontario**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.8.1.2.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.3	**Arctic - Vote 1 - Salary (Without EBP/Accommodations)**					$179 661,96	**$179 661,96**	**$139 350,78**	$139 350,78	$139 350,78	**$777 376,31**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
1.8.1.2.3.1	FSWEP Coxswain (x2)					$53 131,60	$53 131,60	$53 131,60	$53 131,60	$53 131,60	$265 658,00
1.8.1.2.3.2	GT-05 (x1)					$40 311,19	$40 311,19	$0,00	$0,00	$0,00	$80 622,39
1.8.1.2.3.3	FSWEP Crew (x4)					$86 219,18	$86 219,18	$86 219,18	$86 219,18	$86 219,18	$431 095,92
1.8.1.2.3.4	Northern Cost of Living Allowance - Adjustment					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.3.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.2.3.7	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.3	Western					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.8.1.4	HQ / NCR					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.9	**Accommodations**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10	**Travel and Living (O&M)**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.10.1	Atlantic					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.2	**C&A**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.10.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.3	Western					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.10.4	HQ / NCR					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.11	**Translation**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.11.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.11.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.11.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.11.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.11.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.12	Courier Costs					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.13	**Professional Services**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.13.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.13.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.13.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.13.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.13.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14	**Lap-tops, training supplies, etc.**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
1.14.1	New Computer Equipment / Laptops					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.2	Training supplies / Misc.					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.3	Rental/location of new space, furniture, chairs, cabinets					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.4	FTE Cost Pool					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.7	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.8	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.14.9	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.15	**Other Misc. Administration Costs**					**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
1.15.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.15.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.15.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.15.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.15.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16	**Capital Cost Item for SAR IRB North Station**					**$7 775 000,32**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$7 775 000,00**
1.16.1	Capital Cost to Build Station / Accommodations / Storage Facility					$6 500 000,00	$0,00	$0,00	$0,00	$0,00	$6 500 000,00
1.16.2	Vessel					$680 000,00	$0,00	$0,00	$0,00	$0,00	$680 000,00
1.16.3	SAR Equipment					$60 000,00	$0,00	$0,00	$0,00	$0,00	$60 000,00
1.16.4	Vehicle and Trailer					$100 000,00	$0,00	$0,00	$0,00	$0,00	$100 000,00
1.16.5	(ITS) IMT Costs					$300 000,00	$0,00	$0,00	$0,00	$0,00	$300 000,00
1.16.6	(ITS) Miscellaneous Other Equipment					$60 000,00	$0,00	$0,00	$0,00	$0,00	$60 000,00
1.16.7	(ITS) SAR Equipment					$75 000,00	$0,00	$0,00	$0,00	$0,00	$75 000,00
1.16.8	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.9	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.10	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.11	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.12	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.13	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.14	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.15	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.16	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.16.17	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17	**O&M Cost Item for SAR IRB North Station**					**$202 000,00**	**$276 000,00**	**$240 000,00**	**$240 000,00**	**$240 000,00**	**$1 198 000,00**
1.17.1	Furnishing					$100 000,00	$5 000,00	$5 000,00	$5 000,00	$5 000,00	$120 000,00
1.17.2	Gas and/or Diesel Tank Certification, and on-going recertification					$40 000,00	$3 000,00	$3 000,00	$3 000,00	$3 000,00	$52 000,00
1.17.3	Milestone 1 - Design and Planning Contract					$50 000,00	$0,00	$0,00	$0,00	$0,00	$50 000,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
1.17.4	Milestone 1 - Signage					$2 000,00	$0,00	$0,00	$0,00	$0,00	$2 000,00
1.17.5	Truck					$10 000,00	$0,00	$0,00	$0,00	$0,00	$10 000,00
1.17.6	ITS Maintenance of equipment					$0,00	$20 000,00	$20 000,00	$20 000,00	$20 000,00	$80 000,00
1.17.7	Maintenance of Vessel and Trailer					$0,00	$28 000,00	$28 000,00	$28 000,00	$28 000,00	$112 000,00
1.17.8	Maintenance of Truck					$0,00	$4 000,00	$4 000,00	$4 000,00	$4 000,00	$16 000,00
1.17.9	Milestone 1 - Travel					$0,00	$36 000,00	$0,00	$0,00	$0,00	$36 000,00
1.17.10	Ongoing IMIT Network costs					$0,00	$50 000,00	$50 000,00	$50 000,00	$50 000,00	$200 000,00
1.17.11	Provisions					$0,00	$45 000,00	$45 000,00	$45 000,00	$45 000,00	$180 000,00
1.17.12	Vehicle Fuel					$0,00	$15 000,00	$15 000,00	$15 000,00	$15 000,00	$60 000,00
1.17.13	Station Costs					$0,00	$70 000,00	$70 000,00	$70 000,00	$70 000,00	$280 000,00
1.17.14	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.15	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.16	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.17	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.18	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.19	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.20	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.21	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.22	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
1.17.23	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2	**MILESTONES**		**1240 days**	**Fri 17-06-30**	**Thu 22-03-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.1	**COMPLETE PM DOCUMENTATION**		**1 day**	**Thu 17-08-31**	**Thu 17-08-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.2	**COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY**		**1 day**	**Fri 17-06-30**	**Fri 17-06-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3	**2018 IRB NORTH SEASON**		**282 days**	**Thu 17-08-31**	**Sun 18-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.3.1	**COMPLETE ACQUISTION OF INTERIM**		**1 day**	**Thu 17-**	**Thu 17-08-**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
	MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)			**08-31**	**31**						
2.3.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.2	**COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Tue 17-10-31**	**Tue 17-10-31**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.3.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.3	**COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)**		**1 day**	**Thu 17-11-30**	**Thu 17-11-30**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.3.3.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.3.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.3.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.3.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.4	**COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW**		**1 day**	**Sat 18-03-31**	**Sat 18-03-31**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.3.4.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.4.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.4.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.4.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.4.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.5	**DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Fri 18-06-15**	**Fri 18-06-15**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.3.5.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.6	**COMPLETE ACQUISTION, DELIVERY,**		**1 day**	**Mon 18-**	**Mon 18-04-**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
	INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)			**04-30**	**30**						
2.3.6.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.6.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.6.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.6.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.6.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.7	**COMPLETE TRAINING OF IRB NORTH CREW**		**1 day**	**Thu 18-05-31**	**Thu 18-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.3.7.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.7.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.7.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.7.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.7.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.8	**DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Fri 18-06-15**	**Fri 18-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.3.8.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.8.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.8.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.8.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.8.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.9	**COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION**		**1 day**	**Fri 18-06-15**	**Fri 18-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.3.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.10	**COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION**		**1 day**	**Sun 18-09-30**	**Sun 18-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.3.10.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.10.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.10.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.10.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.3.10.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4	**2019 IRB NORTH SEASON**		**543 days**	**Thu 17-08-31**	**Mon 19-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.1	**SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF**		**1 day**	**Thu 17-08-31**	**Thu 17-08-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
	PERMANENT STATION										
2.4.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.2	**SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION**		**1 day**	**Mon 18-04-30**	**Mon 18-04-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.3	**COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)**		**1 day**	**Sat 18-06-30**	**Sat 18-06-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.3.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.3.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.3.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.3.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.4	**COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Tue 18-10-30**	**Tue 18-10-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.4.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.4.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.4.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.4.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.4.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.5	**COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW**		**1 day**	**Sun 19-03-31**	**Sun 19-03-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.5.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.6	**COMPLETE TRAINING OF IRB NORTH CREW**		**1 day**	**Fri 19-05-31**	**Fri 19-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.6.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.4.6.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.6.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.6.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.6.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.7	**COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES**		**1 day**	**Fri 19-05-31**	**Fri 19-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.7.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.7.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.7.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.7.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.7.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.8	**DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Sat 19-06-15**	**Sat 19-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.8.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.8.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.8.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.8.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.8.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.9	**COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)**		**1 day**	**Sat 19-06-15**	**Sat 19-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.10	**COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION**		**1 day**	**Sat 19-06-15**	**Sat 19-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.10.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.10.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.10.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.10.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.10.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.11	**COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION**		**1 day**	**Mon 19-09-30**	**Mon 19-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.4.11.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.11.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.11.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.4.11.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.4.11.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5	**2020 IRB NORTH SEASON**		**523 days**	**Mon 18-10-01**	**Wed 20-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.1	**START PLANNING FOR IRB NORTH SEASON**		**1 day**	**Mon 18-10-01**	**Mon 18-10-01**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.2	**COMPLETE PLANNING FOR IRB NORTH SEASON**		**1 day**	**Thu 19-02-28**	**Thu 19-02-28**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.3	**COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)**		**1 day**	**Tue 19-07-30**	**Tue 19-07-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.3.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.3.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.3.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.3.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.4	**COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Wed 19-10-30**	**Wed 19-10-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.4.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.4.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.4.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.4.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.4.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.5	**COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW**		**1 day**	**Tue 20-03-31**	**Tue 20-03-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.5.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.5.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.6	**COMPLETE TRAINING OF IRB NORTH CREW**		**1 day**	**Sun 20-05-31**	**Sun 20-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.6.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.6.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.6.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.6.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.6.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.7	**COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES**		**1 day**	**Sun 20-05-31**	**Sun 20-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.7.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.7.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.7.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.7.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.7.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.8	**DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Mon 20-06-15**	**Mon 20-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.8.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.8.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.8.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.8.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.8.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.9	**COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)**		**1 day**	**Mon 20-06-15**	**Mon 20-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.10	**COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION**		**1 day**	**Mon 20-06-15**	**Mon 20-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.5.10.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.10.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.10.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.10.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.10.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.11	**COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION**		**1 day**	**Wed 20-09-30**	**Wed 20-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.5.11.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.11.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.11.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.5.11.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6	**2021 IRB NORTH SEASON**		**523 days**	**Tue 19-10-01**	**Thu 21-09-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.1	**START PLANNING FOR IRB NORTH SEASON**		**1 day**	**Tue 19-10-01**	**Tue 19-10-01**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.2	**COMPLETE PLANNING FOR IRB NORTH SEASON**		**1 day**	**Fri 20-02-28**	**Fri 20-02-28**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.3	**COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)**		**1 day**	**Thu 20-07-30**	**Thu 20-07-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.3.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.3.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.3.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.3.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.4	**COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Fri 20-10-30**	**Fri 20-10-30**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.4.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.4.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.4.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.4.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.4.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.5	**COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW**		**1 day**	**Wed 21-03-31**	**Wed 21-03-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.5.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.6.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.6	**COMPLETE TRAINING OF IRB NORTH CREW**		**1 day**	**Mon 21-05-31**	**Mon 21-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.6.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.6.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.6.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.6.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.6.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.7	**COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES**		**1 day**	**Mon 21-05-31**	**Mon 21-05-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.7.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.7.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.7.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.7.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.7.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.8	**DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Tue 21-06-15**	**Tue 21-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.8.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.8.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.8.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.8.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.8.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.9	**COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)**		**1 day**	**Tue 21-06-15**	**Tue 21-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.10	**COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION**		**1 day**	**Tue 21-06-15**	**Tue 21-06-15**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.6.10.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.10.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.10.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.10.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.10.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.6.11	**COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION**		**1 day**	**Thu 21-09-30**	**Thu 21-09-30**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.6.11.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.11.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.11.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.6.11.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7	**2022 IRB NORTH SEASON**		**391 days**	**Thu 20-10-01**	**Thu 22-03-31**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.7.1	**START PLANNING FOR IRB NORTH SEASON**		**1 day**	**Thu 20-10-01**	**Thu 20-10-01**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.7.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.2	**COMPLETE PLANNING FOR IRB NORTH SEASON**		**1 day**	**Sun 21-02-28**	**Sun 21-02-28**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.7.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.3	**COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)**		**1 day**	**Fri 21-07-30**	**Fri 21-07-30**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.7.3.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.3.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.3.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.3.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.3.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.4	**COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)**		**1 day**	**Sat 21-10-30**	**Sat 21-10-30**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**
2.7.4.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.4.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.4.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.4.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.4.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.5	**COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW**		**1 day**	**Thu 22-03-31**	**Thu 22-03-31**	$0,00	**$0,00**	**$0,00**	$0,00	$0,00	**$0,00**

WBS	Task Name	RC	Duration	Start	Finish	Cost 2017 / 2018	COST 2018 / 2019	COST 2019 / 2020	COST 2020 / 2021	COST 2021 / 2022	5 Years TOTAL INITIATIVE COST
2.7.5.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.5.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.5.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.5.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.7.5.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8	**2023 IRB NORTH SEASON**		**107 days**	**Fri 21-10-01**	**Mon 22-02-28**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.8.1	**START PLANNING FOR IRB NORTH SEASON**		**1 day**	**Fri 21-10-01**	**Fri 21-10-01**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.8.1.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.1.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.1.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.1.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.1.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.2	**COMPLETE PLANNING FOR IRB NORTH SEASON**		**1 day**	**Mon 22-02-28**	**Mon 22-02-28**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.8.2.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.2.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.2.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.2.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.8.2.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9	**PROJECT CLOSE**		**1 day**	**Thu 22-03-31**	**Thu 22-03-31**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**	**$0,00**
2.9.1	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9.2	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9.3	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9.4	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9.5	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00
2.9.6	TBD					$0,00	$0,00	$0,00	$0,00	$0,00	$0,00

Chapter 10 ANNEX B: TECHNICAL STATEMENT OF REQUIREMENTS FOR VESSEL

Fisheries and Oceans Canada | Pêches et Océans Canada

DEPARTMENT OF FISHERIES AND OCEANS

Technical Statement of Requirements: Requisition number F7047-150005, provision of quantity one (1), 8.75 to 9.25 m Glass Reinforced Plastic (GRP) Rigid Hull Inflatable Boat (RHIB) with extended cabin and trailer

Revision 1, May 12, 2015

TRANSPORT CANADA MARINE SAFETY BRANCH (TCMSB)
TP1332 APPROVED CONSTRUCTION

Canada

Document Control

Record of Amendments

#	Date	Description	Initials
0	May 1, 2015	Original Issue	KA
1	May 12, 2015	Minor modifications	KA

TABLE OF CONTENTS

1.0 OVERVIEW

1.1 GENERAL

1.1.1 The Department of Fisheries and Oceans (DFO) buys, manages and operates numerous small craft in support of its Departmental programs and other missions.

1.2 REQUIREMENT

1.2.1 The Contractor must design, fabricate and supply quantity one (1) Glass Reinforced Plastic (GRP) Rigid Hull Inflatable Boat (RHIB) with extended cabin and trailer based on the current Transport Canada Marine Safety Branch (TCMSB) Marine Safety Publication TP 1332 "Construction Standards for Small Vessels" (hereinafter referred to as TCMSB TP 1332). The boat must be dual gasoline outboard motor configuration.

1.2.2 The primary role of this boat will be Fisheries Conservation and Protection (C&P) for the Newfoundland Region.

1.2.3 The secondary roles will be search and rescue and other fisheries enforcement duties such as boarding and surveillance duties within the reasonable capabilities for this type and size of craft.

1.2.4 This boat will be shore-based and launched and recovered by trailer.

2.0 DESIGN AND CONSTRUCTION REQUIREMENTS

2.1 GENERAL

2.1.1 Unless stated otherwise all components, equipment and material must be Contractor supplied.

2.2 ERGONOMIC DESIGN

2.2.1 Hazardous operating conditions must be prevented by arranging machinery and equipment in a safe manner; providing guards for all electrical, mechanical and thermal hazards to personnel; and providing guards or covers for any controls that might accidentally be activated by contact of personnel.

2.2.2 The boat must be designed and constructed to accommodate both male and female crew from approx. 5' to 6' 4" in height, wearing cold weather clothing and equipment in accordance with ASTM F1166-07 Standard Practice for Human Engineering Design for Marine Systems, Equipment, and Facilities.

2.2.3 Human engineering factors considered in design must include accessibility, visibility, readability, crew efficiency and comfort. All equipment must be accessible for use, inspection, cleaning and maintenance.

2.2.4 Equipment must be accessible for use, inspection, cleaning and maintenance as per ASTM F1166-07.

2.3 VIBRATION

2.3.1 The boat and all components must be free of local vibration that could endanger boat personnel, damage boat structure, machinery or systems, or interfere with the operation or maintenance of boat machinery or systems.

2.3.2 Mounts for movable components, including items moved for stowage, towing or transport must be provided with resilient material as necessary to prevent rattling.

2.3.3 Loosening of fasteners under vibration must be prevented by the use of self-locking fasteners.

2.4 EQUIPMENT PROTECTION

2.4.1 The Contractor is responsible for the care of all equipment. All parts, especially those having working surfaces or passages intended for lubricating oil, must be kept clean and protected during manufacture, storage, assembly and after installation. Equipment must at all times be protected against dust, moisture or foreign matter and must not be subject to rapid temperature changes or extremes in temperature.

2.5 SITE CLEANLINESS

2.5.1 During construction, all chips, shavings, refuse, dirt and water must be removed at the completion of the work shift or sooner. The Contractor must ensure measures are taken to avoid wear and damage incident to construction, and to prevent corrosion or other deterioration. Equipment subject to freezing must be kept drained, except during test and trials. Equipment must be kept clean and protected from the environment prior to installation.

2.6 STRUCTURAL STRENGTH

2.6.1 All structures and components (hull, deck, seating, etc.) must be of sufficient strength to withstand when in the Fully Loaded Condition, the lateral and vertical impact-loading that equates to the conditions of the operational requirements.

2.7 LAUNCHING

2.7.1 The boat must be capable of being launched, recovered and transported by road trailers and / or from other vessels as indicated in this specification.

2.8 HULL

2.8.1 The rigid hull must be constructed of vinylester glass-reinforced plastic. All materials used in the hull construction must be fire-retardant or non-combustible.

2.8.2 The deck and hull must be constructed of similar materials. The deck must have a suitable non-skid surface.

2.9 DECK

2.9.1 The deck must be self-draining, by means of non-return freeing ports or similar. The deck above the watertight compartments must be bolted for easy removal to allow access for repair of buoyancy compartments beneath.

2.10 TIE DOWNS

2.10.1 Flush mounted deck tie downs will be fitted on the forward deck area for the securing of deck cargo. (Minimum of four (4) required).

2.11 STOWAGE

2.11.1 The Contractor must provide a watertight compartment for safe stowage of equipment and accessories. Arrangements must be provided for safe, secure and accessible stowage of an anchor and cable, paddles, and other equipment.

2.12 BEACHING SHOE

2.12.1 A high-density protective shoe of stainless steel or equivalent composite must be fitted the full length of the keel, to protect against damage from grounding or similar hazards. This shoe must not detract from performance or sea keeping capabilities, and it must be capable of withstanding the horizontal and vertical impact loading associated with the boat operational requirements. (See section 3.3 Operational Performance - Beaching)

2.13 TOWING/TRAILERING

2.13.1 A bow eye or U-bolt arrangement must be incorporated into the construction of the stem, suitable for towing the boat at a speed of five (5) knots in calm water in the normal loaded condition, on an even keel without damaging the boat or causing undue chafing of the towline. This bow eye must also be suitable for trailering purposes.

2.14 OUTBOARD MOTOR CRASHBAR

2.14.1 A reinforced aluminum outboard crashbar bracket constructed of 5086 aluminum alloy is to be fitted to protect the outboard motors. The crashbar must be removable if it obstructs outboard motor removal.

2.15 COLLARS

2.15.1 The collar must normally be inflatable type with at least five (5) separate chambers of approximately equal volume, each fitted with a suitable inflation system and over-pressure relief valves calibrated to manufacturer's specified Pounds per Square Inch (PSI). The inflatable collar fitted must be grey in color and constructed of material that meets the criteria for strength, elasticity, resistance to wear and longevity. The material must be welded polyurethane with a minimum weight of 1356 Grams per Square Metre and a matte finish. The surface of the collar must be textured to provide for traction.

2.15.2 The collar must be interchangeable and have a diameter of 24 inches so that custom fitting of spare collar is not required.

2.15.3 The inflatable collar must be attached to the hull using mechanical fasteners in a manner that allows the collar to be easily removed for repair or replacement. The use of screws and lag bolts or glue-on type collar is not acceptable.

2.15.4 The collar must be supplied with two (2) pairs of step treads installed.

2.15.5 The collar must be mechanically fastened on the back or inboard side.

2.15.6 The inflatable collar must be provided with protective wear strips all around. At least two (2) extruded neoprene rubber, or equivalent, rubbing strakes (100mm - 125mm wide) must be glued along the entire length of

the outboard side of the collar to provide protection against abrasion and puncture.

2.15.7 Grab lines of black braided nylon rope construction must be fitted along the collar on both the port and starboard sides to provide access from both within the boat and for persons in the water. Grab lines must be mounted on the centerline of the collar, by means of a lacing cuff (not by D-Ring attachment).

2.15.8 A repair kit for inflatable collars must be provided. (see section 6.3.2)

2.16 STANDARDS

2.16.1 The boat constructed under this TSOR must be fabricated in accordance with the current TCMSB TP 1332 "Construction Standards for Small Vessels" and where applicable the American Boat & Yacht Council (ABYC)

2.16.2 The boat constructed under this TSOR must be fabricated of GRP composite construction.

2.16.3 The Contractor must construct the boat as per this TSOR and where this TSOR interferes or contravenes the above standard; the above TCMSB TP 1332 standard will take precedence

2.16.4 The Contractor must arrange for Technical/Contracting Authority site visits, during all phases of the boat's construction. The site visits are required to insure that the boat constructed under this TSOR comply with each standard addressed in this TSOR. The Contractor must supply an electronic copy and two (2) hard copies of all drawings for the boat design to the Technical Authority.

2.16.5 The Contractor must supply a signed letter insuring the proposed RHIB complies with TCMSB TP 1332 and a completed Small vessel Compliance Form (available from the TCMSB web site), to ensure compliance with the current TCMSB requirements.

2.16.6 GRP components must have a colored gel-coat finish (DFO Grey: RAL7042).

2.16.7 Electrical systems must be in accordance with TCMSB TP 1332 Section 8 "Electrical Systems".

2.17 MATERIALS

2.17.1 All materials must be corrosion resistant and suitable for use in a salt water environment as detailed in the Operational Requirements. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation. Galvanized materials are unacceptable.

2.17.2 Dissimilar Metals: Direct contact of electrolytically dissimilar metals is not allowed. Electrolytic corrosion must be prevented by insulating dissimilar materials from each other with gaskets, washers, sleeves, or bushings of suitable insulating material.

2.17.3 Aluminium: Aluminium alloy types 5086-H32 must be used for plate;

aluminium alloy 6061-T6 (anodized grade), suitable for type 5356 filler alloy, must be used for extruded shapes and welded tubing and pipe. Non-structural items of trim and outfit such as hatch frames, castings, consoles, and hardware items may be of other aluminium alloys suitable for commercial saltwater marine use such as dual rated 5083 / 86 or 5052 or 6063-T54.

2.17.4 Stainless Steel: Stainless steel type 316L or 316 must be used for all stainless steel applications except as noted. Alloy 316L must be used in any welded underwater components.

2.17.5 Glass Reinforced Plastics and Resins: Good lamination practises required throughout, e.g. overlap distances, resin control, air removal from laminates, laminate repair and preparation for subsequent laminations and part bonding / secondary bonding. NOTE: Vessel Particulars may specify upgrade materials.

2.17.5.1 Minimum laminating material specification must include gel coats and skin-out of isothalic resins, which can be laid in Vinylester resins. No DCPD (Dicyclopentadiene) resins are to be used.

2.17.5.2 Fibre materials to be standard mat / rovings, or `stitch' combined materials, some of which may use Carbon or Kevlar strands. NO 'chopper' materials to be used in the hull.

2.17.6 Fittings and clamps must be stainless steel. Bolts used in all fittings must be Type 316 stainless steel.

2.17.7 Where flexible connections are required for steering and fuel systems, suitable hose with permanently crimped, detachable reusable type fittings must be used.

2.17.8 All materials and equipment must be stored installed and tested in accordance with the manufacturer's guidelines, recommendations and requirements

2.18 FASTENERS

2.18.1 All fasteners must be of corrosion resistant materials.

2.18.2 Cadmium plated parts and fasteners, including washers, must not be used.

2.18.3 Direct attachment of alloys containing copper to aluminium is not permitted except for an electrical bonding strap.

2.18.4 No fasteners must be directly threaded into GRP. Aluminium or Stainless steel washers or backing plates must be used as appropriate.

2.18.5 Where nuts will become inaccessible after assembly of the vessel, nuts must be captured or anchored to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nuts must be installed to prevent loosening of fasteners due to shock and vibration.

2.18.6 Fasteners in deck traffic areas must be flush-mounted to eliminate tripping and snagging hazards.

2.18.7 All GRP composite penetrations must have their exposed inner core areas protected / coated to prevent deterioration or de-lamination of the core.

2.19 FACILITIES

2.19.1 The Contractor must have a shop capable of maintaining temperature and humidity. It must be capable of maintaining temperature between 16°C and 25°C. It must be capable of maintaining relative humidity below 70%.

3.0 OPERATIONAL REQUIREMENTS

3.1 GENERAL

3.1.1 Unless otherwise stated, performance must be for conditions of zero sea state and no wind, in salt water with full load and complement. The boats must be designed and constructed for ease of maintenance and repair, long life, and must be easily supportable in the location of the delivery address of the boat, by local commercial facilities and suppliers. The boat must be expected to have a service life of at least seven (7) years, with an expected usage of between 600 and 800 hours per year.

3.1.2 Maximum speed: 35 knots - 40 knots.

3.1.3 Minimum speed: 20 knots in sea state 6 with 35-knot wind.

3.1.4 Endurance: 30 knots for six (6) hours

3.1.5 Range: 200 nautical miles with 10% reserve at 25-knot minimum speed.

3.2 STEERING

3.2.1 Capable of steering 15° from heading, in Sea State 6, with seas from any direction.

3.2.2 Steer and manoeuvre effectively at three (3) knots in Sea State 6.

3.2.3 Maintain course, made good over ground, when proceeding at three (3) knots with relative crosswind of 35 knots.

3.2.4 Capable of turning in its own length in Sea State 6.

3.2.5 Capable of steering effectively in Sea State 6 with winds of 30 knots while towing a 15 ton (displacement) vessel at five (5) knots

3.2.6 Be able to operate fully in depths of 1.0 metre with outboards fully lowered and be capable of basic manoeuvring in depths of 0.8 metre with the outboard motors in the partially raised position.

3.2.7 Operable by personnel, some without prolonged training or certification.

3.2.8 Must be easy to maintain.

3.3 BEACHING

3.3.1 Capable of beaching on soft (sand, earth or clay) surfaces at a speed of up to five (5) knots without damage to the hull.

3.3.2 Capable of beaching on hard (stone or concrete) surfaces at speeds of up to three (3) knots without damage to the hull.

3.4 ENVIRONMENTAL CONDITIONS

3.4.1 Capable of operating day or night in the following conditions:

3.4.1.1 Average ambient air temperature range: -5 ^{o} C to + 30 ^{o} C;
3.4.1.2 Average water temperature: 0 ^{o} C to +20 ^{o} C;
3.4.1.3 Wave heights of 4 meters to 6 meters (WMO Sea-State 6);
3.4.1.4 Wind speeds of 30 knots minimum;
3.4.1.5 Required to operate safely in ice infested waters, (some minor damage to the boat, not affecting stability or buoyancy is acceptable);
3.4.1.6 Boat operates in freezing spray or freezing rain with accumulations of up to 6.0 mm while maintaining stability while allowing for safe transit in Beaufort force 7.

3.5 LAUNCHING, RECOVERY & TRANSPORTATION

3.5.1 The craft must be readily road transportable on a trailer, must be able to be launched and recovered using the trailer at existing launch ramps. Must be capable of being launched and recovered from a mother ship.

3.6 MAINTENANCE

3.6.1 The craft must be designed and constructed for ease of maintenance and repair, long life, and be easily supportable by local commercial facilities and suppliers.

4.0 PHYSICAL CHARACTERISTICS

4.1 VESSEL PARTICULARS

4.1.1 Length overall - between 8.75 and 9.25 metres.
4.1.2 Breadth overall – between 3.0 and 3.2 metres.
4.1.3 Maximum draft (outboard motors lowered) - between 0.80 and 0.90 meters.
4.1.4 Maximum draft (outboard motors raised) - between 0.65 and 0.75 meters.
4.1.5 Maximum freeboard (from top of collar at amidships, in normal load condition) 0.82 meters.
4.1.6 Maximum height of collar above deck 0.75 meters
4.1.7 Displacement (in normal load condition) between 4300kg and 4700kg.
4.1.8 Normal load conditions:

4.1.8.1 Crew of 4 = 400kg;
4.1.8.2 Fuel = 700 liters to 750 liters;
4.1.8.3 Equipment & supplies = 500kg.

4.1.9 Hull material – Glass Reinforced Plastic (GRP).

4.1.10 Vessel style – Rigid Hull Inflatable Boat (RHIB) with extended cabin.
4.1.11 Propulsion – Twin 225 hp outboard engines (GFM).
4.1.12 Sewage capacity – A holding tank must be incorporated into the Contractor supplied marine head and is to comply with the current TCMS pollution regulations.

5.0 VESSEL CONFIGURATION

5.1 CABIN ARRANGEMENT

5.1.1 The layout of the console and/or cabin must take into account ergonomic considerations, with easy viewing and access to all critical instruments and controls. The cabin deck to be covered with anti-fatigue matting. A marine head is to be Contractor supplied and installed in the cuddy cabin.

5.2 CABIN LOCATION

5.2.1 Provision must be made for safe passage of personnel without the necessity to stand or walk on the sponson.

5.3 CABIN REQUIREMENTS

5.3.1 The cabin must be sized to accommodate and provide seating for a four (4)-person crew. The cabin must be fully enclosed with access through a weather tight door in the aft bulkhead, watertight door in fwd bulkhead and weather tight slide pilot doors (one Port & Starboard). The cabin must be of such a design that the operator will have an unobstructed view from directly forward to 22 ½ ° abaft the beam on the port and starboard sides. The enclosed wheelhouse door arrangement as detailed above is for four (4) wheelhouse doors, two (2) side pilot doors, one (1) main rear doors (all with windows and slider operated) and one (1) forward hinged (water tight when closed) door for access to the forward deck area. Visibility as detailed above is full 360 degree from large safety glass windows in front, sides and rear of wheelhouse. Cabins must be heated with a Webasto Air Top EVO 5500 diesel furnace or equivalent such that the wheelhouse and cuddy cabin are heated and there is a means provided to reduce window fogging and icing. Two (2) electric windshield wipers with pantograph arms and a wiper washer system are to be installed one (1) on each fore window. The windshield wipers are to be activated individually by a switch – four (4) positions (stop-slow-fast-intermittent) - located in the pilot house.

6.0 OUTFIT GENERAL

6.1 TOWING

6.1.1 Sufficient barrier protection must be provided to protect control station from potential recoil of towline.

6.1.2 A cruciform towing post must be fitted aft, ahead of the thrust point of the craft (4000 pound tow capacity minimum) and a removable cruciform tow post (4000 pound tow capacity minimum), fitted toward the bow. The tow posts to be stamped with the Safe Working Load (SWL) of each post, and the paint must be highlighted.

6.2 INTERIOR OUTFIT

6.2.1 SEATING

6.2.1.1 Seating must be provided in the wheelhouse via four (4) fixed shock mitigating seats adjustable front to rear and height adjustable, two (2) foot rests, adjustable backrest and folding armrests. Shock mitigating seats must have adjustable ride to accommodate variable personnel characteristics. Seats are to be in two (2) rows of two (2) on both port and starboard sides allowing for adequate room for both seating and standing of all personnel. The wheelhouse must be configured to provide room to accommodate four (4) officers in seated position comfortably, all with full vision out of wheelhouse and all with quick access out of wheelhouse via large rear sliding door and pilot sliding doors at each side of wheelhouse. Fabric of the upholstery must be rugged Naugahyde or equivalent that must be resistant to tearing, puncture, and environmental conditions and moisture. All four (4) seats must be Contractor supplied and installed as identified by the Technical Authority.

6.2.2 CONSOLE INSTRUMENTATION

6.2.2.1 Operators console must be fitted with all appropriate gauges as recommended by the propulsion-system manufacturer, as a minimum the following gauges are to be provided on the console:

- 6.2.2.1.1 Tachometer for each engine;
- 6.2.2.1.2 Fuel gauge for each tank;
- 6.2.2.1.3 Volt meter for each engine;
- 6.2.2.1.4 Tilt/trim gauge for each motor;
- 6.2.2.1.5 Oil pressure gauge, if applicable;
- 6.2.2.1.6 Oil level gauge;
- 6.2.2.1.7 Hour Meters for both outboard motors;
- 6.2.2.1.8 Cooling water temperature gauge;
- 6.2.2.1.9 Water Pressure gauge for each motor;
- 6.2.2.1.10 Battery condition/ voltage meters for each battery.

6.2.2.2 Note: The Contractor must design the console to incorporate the gauges and instruments they recommend for effective operation of

the boat. The Government will supply twin (2) 225 HP gasoline outboards. The Contractor must supply and install the controls and gauges that are recommended by the suppliers for operation of these engines. Hour meters must be installed.

6.3 LIFESAVING & EMERGENCY EQUIPMENT

The following items must be provided with appropriate stowage / securing arrangements (as appropriate for each item). All fittings, Contractor supplied, must be heavy duty, corrosion resistant 316 stainless steel fittings. All items must be readily accessible (the foot pump and the repair kits must be stowed in a stowage locker). All items must be readily accessible:

6.3.1 Collar patch kit (for inflatable collar);
6.3.2 Foot pump (bellows type, for floatation collar) and a 12V High volume pressure pump;
6.3.3 Anchor chocks installed on the fore deck;
6.3.4 A water-resistant flashlight and a set of spare batteries;
6.3.5 Two (2) wooden paddles
6.3.6 One (1) extinguisher (Class 5BC, marine type) with mounting bracket installed on RHIB;
6.3.7 Anchor (Fortress FX16 model or equivalent) with 200 feet of ¾ line and a 5 meter galvanized chain;
6.3.8 Sea anchor and Line;
6.3.9 Four (4) 25-foot mooring lines;
6.3.10 Four (4) 6 inch diameter fenders;
6.3.11 Transport Canada approved First aid kit;
6.3.12 Air horn;
6.3.13 Buoyant heavy line of at least 15 meters;
6.3.14 TCMS approved radar reflector;
6.3.15 ACR RLS 406MZ beacon (EPRIB) with hydrostatic release, installed;
6.3.16 Six (6) TCMSB approved flares, among which at least THREE (3) of which to be type A, B or C.

7.0 <u>SYSTEMS GENERAL</u>

7.1 PROPULSION

7.1.1 ENGINES

7.1.1.1 Outboard motors WILL be Government Supplied Materiel (GSM) twin (2) 225 HP Mercury Verado gasoline Outboard Engines. The Contractor must install the outboards, supply and install the controls for each outboard on the RHIB.

7.1.1.2 The engines must be installed, mounted and operated in accordance with the engine manufacturer's recommendations. The use of engine manufacturer's approved accessories and equipment is required.

Equipment and components must not be used, or trials performed on the engines that would, in any way, void the engine manufacturer's warranties.

7.1.2 PROPELLER(S)

7.1.2.1 Two (2) identical propellers for each outboard (two (2) are spares) and must be provided by the Contractor (CFM).
7.1.2.2 Propeller(s) must be properly sized and contractor installed.
7.1.2.3 The Contractor must inform the Technical Authority of the appropriate pitch and diameter to meet the Performance Requirements as determined by the Contractor`s developed design check.
7.1.2.4 The propellers must be of stainless steel.

7.1.3 CONTROLS

7.1.3.1 Propulsion control system installation must include a dual binnacle engine controls located on the starboard side of the helm console. The controls must conform to engine manufacturer's recommendations and must not interfere with any of the other controls.
7.1.3.2 Engine package must incorporate a lanyard style automatic shutdown feature (kill switch) for the engines, to be mounted near the ignition switch.

7.1.4 ALARMS

Monitoring system for the engine must include the following alarms:

7.1.4.1 Oil level gauge, for the remote tank;
7.1.4.2 Coolant flow alarm, if applicable;
7.1.4.3 Engine overheat/high temperature alarm.

7.1.5 VERIFICATION OF INSTALATION

7.1.5.1 Installation of the motors, controls, lubrication and fuel system, manometer, battery connections are to be verified by an authorized technician. The motors are to be started by the authorized technician, who must provide a written report with a copy for the Technical Authority.

7.1.6 ENGINE BREAK-IN

7.1.6.1 The Contractor is to respect the engine manufacturer's break-in procedures.

7.1.7 PROTECTION OF CONTROLS

7.1.7.1 All control cables, electrical wiring for the motors and the steering hydraulic hoses are to be installed in UV resistant plastic pipes (LOOM). These pipes are to be installed in such a manner as to ensure that no cable is immersed in water.

7.2 STEERING

7.2.1 Steering systems must be remote hydraulic with self-contained oil reservoir, and replaceable seals on the rams, with a maximum of 4.0 turns from hard over to hard over. (The SeaStar® and / or DayStar steering systems, depending on vessel horsepower, from Teleflex meet this requirement). Particular propulsion systems may have their own requirements for steering which must be adhered to.

7.2.2 All hydraulic steering hoses must be routed in such a manner that they are protected from physical damage and so that there is no pinch or chafing points on the hoses.

7.2.3 Hydraulic hoses must be of sufficient size and length to prevent pulsing. Hoses must be suitable for use in an exposed marine environment complete with stainless steel fittings.

7.2.4 The wheel / console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.

7.2.5 The steering wheel must be stainless steel and may be rubber or plastic covered. The steering wheel must be stiff enough that during rough water operations there is no flexing of the wheel and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip. (Momo Marine steering wheels meet these requirements)

7.3 FUEL SYSTEM

7.3.1 The boat must include the following:

7.3.1.1 The complete fuel systems must be supplied, installed, labeled and tested in accordance with Section 7 of TCMSB TP 1332 and ABYC specifications;

7.3.1.2 The fuel system must include two (2) Racor filter/separators suitable for fuel supply to the twin gasoline outboard motors;

7.3.1.3 All fuel valves must be readily accessible and labeled as per TCMSB TP 1332;

7.3.1.4 Fuel filling must be located in an accessible watertight / vented compartment designed to catch fuel from over filling or blow back, so that the fuel does not enter the vessel as per TCMSB TP 1332 requirements;

7.3.1.5 Remote fuel shutoff valves must be installed in accordance with TP1332 and ABYC requirements, remote from the fuel tanks and engine compartments. Labeled as per TCMSB TP 1332 requirements;

7.3.1.6 All fuel tanks are to be equipped with an anti-syphon valve installed on each suction;

7.3.1.7 Fuel tank vent pipes are to be equipped with a non-return check valve;

7.3.1.8 Boats with more than one (1) fuel tank must have cross over valves which allow any motor to use fuel from any tank.

7.4 ELECTRICAL SYSTEM

7.4.1 The electrical system must meet TCMSB TP 1332 and ABYC Standards and be completely waterproofed and easily accessible, incorporating a waterproof breaker panel with a minimum of ten (10) circuits fitted. The Contractor must ensure that the breaker panel has 10% expansion room or a minimum of two (2) spare breakers (whichever option is greater).

7.4.2 Twelve Volt (12V) DC distribution system must be provided to power the engine starting and boat service loads including:

7.4.2.1 Navigation lights;
7.4.2.2 Interior and Exterior Lighting;
7.4.2.3 Navigational equipment;
7.4.2.4 Instrumentation;
7.4.2.5 Bilge Pumps;
7.4.2.6 Electronics; and
7.4.2.7 Communications.

7.4.3 Four (4) marine quality 12V power outlets must be suitably located throughout the vessel. Two (2) of the 12V power plugs must be installed on or near Operator's console.

7.4.4 One (1) 1000 Watt 12V DC (with converter to 115V AC) accessory plug to power a laptop computer. The Contractor must ensure that this plug can still operate when strictly on the AC shore power.

7.4.5 Batteries, Switches & Charger:

7.4.5.1 The boat is to be equipped with a system of three (3) type M30MF deep-cycle batteries two (2) for the motors and one (1) for accessories) with a selector switch and connected in accordance with the motor manufacturer's technical specifications.

7.4.5.2 Batteries must be marine grade glass mat or gel type maintenance free to eliminate leakage, and a minimum 1000 deep-cycle cranking amps.

7.4.5.3 A battery charger is to be supplied and installed on the boat. It must be used to charge both battery banks when the boat is on shore power.

7.4.5.4 Battery switches must be recessed to prevent snagging or accidental switching.

7.4.5.5 Battery compartments must be watertight and fitted with a suitable means of gas venting.

7.4.6 Bilge Blower: The boat must be fitted with a 12V DC bilge blower system in accordance with TCMSB TP 1332 "Construction Standards for Small Vessels" and ABYC specifications. The bilge blower system must be controlled by a separate watertight switch and fuse located at the operator's console.

7.4.7 Shore Power Service

7.4.7.1 A shore power connection must be fitted complete with a marine grade service rated 50-ft shore power cable, capable of supplying 120V AC, 30 ampere, single-phase service.

7.4.7.2 The boat's shore power receptacle must be a marine-style locking 30-amp waterproof male receptacle in a location that is accessible with all hatches closed.

7.4.7.3 Shore power must be connected to an AC distribution panel on the boats. Each AC circuit must have its own breaker. This distribution panel will supply the following:

7.4.7.3.1 Battery charger;
7.4.7.3.2 One (1) domestic plug approve type, 15 A in cabin;
7.4.7.3.3 One (1) domestic plug approve type, 15 A outside cabin;
7.4.7.3.4 One (1) cabin light; and
7.4.7.3.5 Two (2) spare circuits.

7.4.7.4 Cable Installation: Cables and conductors must be supported with clamps or straps at least every 12-18 inches on horizontal runs and every 14 inches on vertical runs. Cable runs in PVC fire retardant LOOM as deemed acceptable by TCMSB TP 1332 requirements.

7.4.8 Heating:

7.4.8.1 The Contractor is to supply and install a diesel furnace heating system. This heating system must be a Webasto Air Top EVO 5500, Model no Artikel Nr. 1312517C (or equivalent), configured to perform cabin heating and window defogging with optional inline speed controlled fan for forced air supply. The Contractor must calculate the required size of the total space being serviced by the heater and use this measurement when ordering the system. The Contractor must install the system as per the manufacturer's recommendations.

7.4.9 Lighting:

7.4.9.1 Backscatter of console lights must be minimized in the design. In all cases, progressive marine grade dimmers must be fitted wherever practicable, with the capability of dimming engine monitoring gauges and other indicators separately from compass illumination.

7.4.9.2 The boat must be fitted with four (4) marine grade floodlights suitable for illuminating forward and aft deck spaces. (The ITT Halogen Floodlight, Model 45900-0000 Bracket Mount, Trapezoidal beam, 12 volt, 15 cm x 10 cm, meets this requirement) http://www.jabsco.com/products/marine/index.htm

7.4.9.3 A blue flashing light (strobe type) must be fitted.

7.4.9.4 Navigation lighting must conform to CSA Collision Regulations.

7.4.9.5 Fitted searchlights: two (2) required as a minimum and must have remote control slew/tilt/focus capability, allowing 360º coverage. Fitted searchlights must produce at a minimum one million Candelas each. Mounting must minimize interference with operator's vision. Fixtures must be designed to resist the effects of vibration and moisture and must be protected from damage while laying alongside or while underway.

7.4.9.6 Handheld Searchlights: one (1) required as a minimum producing 1 million candelas at 12 volt supplied.

7.4.10 Pumping and Drainage

7.4.10.1 Electric bilge pump with 2000 gallons per hour (gph) capacity must be fitted in each watertight division as well as a fixed manual operated diaphragm type bilge pump. The bilge pump must be located so that it takes suction from the lowest point of the hull. Piping will allow the bilge pump to discharge directly overboard. An automatic control must be fitted that turns on the electric bilge pump when water is present in the bilge. The electric bilge pump control switch must be located on the operator's console, with settings for 'on', 'off and 'automatic' operation. An indicator light and an audible alarm must be installed at the console that lights when the bilge pump is operating. Bilge pump(s) must be wired direct to battery, so that it is constantly active as per TCMSB TP 1332 requirements.

7.4.10.2 Hull drainage - a non-corrosive threaded plug must be provided in the lowest point to drain the hull when out of the water.

7.4.10.3 Inboard wash down system (STRIGHT-MACKAY, Jabsco Pump, High Speed, 378 gallons per hour or similar)

7.4.10.4 Valves and handles must be bronze or stainless steel and must be located where they are readily accessible for operation, maintenance or removal.

7.4.11 Radar Arch

7.4.11.1 Radar Arch must be fabricated and installed above the cabin. The arch must be constructed so that the radar, antennae, lights and other fittings can be mounted with minimal effort. All wiring penetrations in the cabin must be made water tight using TCMSB approved watertight glands. All penetration must be hose tested upon completion for water tightness. Acceptance based on no water penetrating the interior of the cabin.

7.4.12 Magnetic Compass

7.4.12.1 The Contractor is to supply and install a Ritchie SS-5000W Super Sport Flush Mount compass – mounted in the Operator's console. Non-white (red or green) lighting connected to the 12 volt DC electrical system. System must be supplied with its own waterproof marine-grade dimmer switch. Compass must be adjustable for deviation.

7.5 ELECTRONIC AND NAVIGATION EQUIPMENT

7.5.1 GENERAL

The Contractor must supply and install the following electronics. All antennas must be mounted on cabin top with fold down connections for road travel. All cable penetrations must pass through a watertight gland.

7.5.2 NAVIGATION ELECTRONICS

The following must be Contractor supplied and fitted:

7.5.2.1 NSS 12 EVO 2 Touch screen MFD, Built in Broadband/Chirp/Structure scan sounder, 10Hz GPS, HDMI video output. The system must be able to interface with Regulus II BSB charts;

7.5.2.2 4GBroadband Radar for Simrad NSO, NSE and NSS series includes Scanner, scanner cable 20m (66 ft), R110 interface box, Yellow Ethernet cable- 1.8m (6ft);

7.5.2.3 Airmar SS60 600W Thru Hull 50/200Khz;

7.5.2.4 LSS-2 transducer and 10ft extension;

7.5.2.5 NAIS 400 AIS transmit/receive/ gamss 2 Antenna;

7.5.2.6 Navionics Gold 2XG Canada Charts;

7.5.2.7 GS25 antenna/N2k Kit (for radar overlay);

7.5.2.8 ICOM M604 VHF with DSC capabilities radio. Complete with loud hailer/intercom function plumbed to Radio. VHF must be connected to GPS via NMEA to complete DSC capabilities;

7.5.2.9 Antenna, specification is Comrod AV60P-8 and Shakespeare 4187 - HD SS ratchet mount and 408 stand-off bracket;
7.5.2.10 Whelan 295SL100 Loud Hailer / Siren complete with speaker;
7.5.2.11 Airmar NMEA 2000 gyro compass;
7.5.2.12 Externally Mounted EPIRB ACR RLB-35;
7.5.2.13 Clarion 437 M309 CD AM/FM stereo with two (2) 6.5" waterproof speakers;
7.5.2.14 Horn – The Contractor must supply and install an electric horn that meets the requirements of the Canadian Standards Association (CSA) Collision Regulations. The horn must be operated by a spring-loaded switch located on the operator's console;
7.5.2.15 Garmin GPSMAP 740 complete with GPS receiver, chart card and transducer.

7.6 DRAINAGE & BILGE SYSTEMS

7.6.1 Electric bilge pump with 2000 gallons per hour (gph) capacity must be fitted in each watertight division as well as a fixed manual operated diaphragm type bilge pump. The bilge pump must be located so that it takes suction from the lowest point of the hull. Piping will allow the bilge pump to discharge directly overboard. An automatic control must be fitted that turns on the electric bilge pump when water is present in the bilge. The electric bilge pump control switch must be located on the operator's console, with settings for 'on', 'off' and 'automatic' operation. An indicator light and an audible alarm must be installed at the console that lights when the bilge pump is operating. Bilge pump(s) must be wired direct to battery, so that it is constantly active as per TCMSB TP 1332 requirements.

7.6.2 Hull drainage - a marine bronze garboard threaded plug must be provided in the lowest point to drain the hull when out of the water.

7.6.3 Inboard wash down system. (STRIGHT-MACKAY, Jabsco Pump, High Speed, 378 gallons per hour or similar)

7.6.4 Valves and handles must be bronze or stainless steel and must be located where they are readily accessible for operation, maintenance or removal.

7.7 PAINTING AND CORROSION PROTECTION

7.7.1 GENERAL

7.7.1.1 The standard color of the hull, deck, collar, and console of the boat must be DFO Slate Grey (RAL7042). Upholstery on the seats must be black. All exposed aluminum surfaces must be matte black and outer surfaces of cabin must be grey.
7.7.1.2 Underwater hull must be covered with an anti-fouling paint system, approved for use in Canada and applied to a thickness as recommended by the paint manufacturer.

7.7.1.3 Prior to delivery the Contractor must ensure that all non-painted exposed aluminium is free of cosmetic blemishes, including all construction marks, scratches, gouges and stains.

8.0 TESTS & TRIALS

8.1 TESTS - GENERAL

8.1.1 The Contractor must inspect and test the following items, as a minimum, for adherence to the Contract requirements and proper operation (proper operation means that the equipment can be started, operated, connected together and demonstrated to function in a normal fashion, as applicable). All discrepancies must be corrected prior to delivery. The required inspections and tests are minimums and are not intended to supplant any controls, examinations, inspections or tests normally employed by the Contractor to assure the quality of the vessel:

8.1.1.1 Weight;
8.1.1.2 Construction Quality;
8.1.1.3 Lifting Gear, if applicable;
8.1.1.4 Propulsion Engines, including starting;
8.1.1.5 Propulsion Controls;
8.1.1.6 Steering System;
8.1.1.7 Fuel System;
8.1.1.8 Electrical System;
8.1.1.9 Electronics.

8.2 SEA TRIALS - GENERAL

8.2.1 Sea trials must be conducted by the Contractor to demonstrate the vessel and its equipment conform to the requirements as stated in the Contract. All expenses incident to the trials must be borne by the Contractor, including fuel unless otherwise specified. A crew provided by the Contractor must operate the vessel during sea trials.

8.2.2 All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, must not replace the vessel's instruments (e.g., engine tachometer, pressure gauges, and thermometers). The Contractor must furnish all necessary hardware and fittings and must install the measuring devices. After satisfactory completion of the trials, all instrumentation must be removed and all systems restored to their original condition. The Contractor must provide two (2) copies of the calibration data certifying the accuracy of the instrumentation for the tests and include it in the technical publications. (see section 9.6)

8.2.3 The Contractor must submit a Test & Trials Plan, including a description of all of the acceptance trials to be performed. As a minimum, using Appendix A, the following trials must be conducted: (the vessel must

operate in the Normal Load Condition.)

8.2.3.1 Speed Trials - The speed trials must be done over a course at least one (1) nautical mile in length. Two (2) runs must be made over the course, one (1) in each direction with the speeds for the two (2) runs averaged. The use of GPS data (averaged) is acceptable;

8.2.3.2 Endurance Trial - The boat must operate at maximum speed for a minimum of ten (10) minute intervals in the Fully Loaded Condition over one (1) hour period considering the break in procedures of the equipment. During the endurance trials, it must be demonstrated that all parts of the propulsion system are in full operation. All systems must be operated to check for proper lubrication, control and alignment. Fuel consumption must be recorded for the one-hour trial;

8.2.3.3 Astern Propulsion - The vessel must be operated and manoeuvred using astern propulsion to establish the astern performance. During the backing performance tests the throttles must be set to provide 1/3 of the rated engine horsepower. In order to demonstrate astern performance of the engines in an emergency stop and to test the strength of the foundations, the engine must be subjected to two (2) stops from full power ahead at maximum speed to dead in the water using reverse thrust. Time required to perform this trial must be recorded;

8.2.3.4 Steering Gear - Tests must be conducted on the steering gear to demonstrate the adequacy of the steering system under all operations. Manoeuvring tests must be performed to ensure that the vessel meets the stated requirements. Manoeuvring trials must be conducted in the Normal Load Condition and repeated in the Full Load Condition.

8.2.4 The Contractor must provide a Tests & Trials Sheet, (Appendix A) and include this sheet in the technical publications (see section 9.6).

8.2.5 Public Works and Government Services Canada Contracting Authority and Technical Authority must be notified no less than two (2) weeks prior to sea trials. The Technical Authority will witness and attend the sea trials. Sea trial results must be forwarded to the Technical Authority prior to delivery of the vessel.

8.2.6 At the conclusion of sea trials, the vessel must be thoroughly cleaned and inspected. Engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of the Technical Authority.

8.2.7 For the purpose of the trials, Normal Loaded Condition must be considered to be the basic vessel, fitted with all normal equipment, full fuel, with

complement and loads per Vessel Particulars, (see section 4.1).

8.2.8 Final Inspection and Acceptance (PWGSC Acceptance Document) for delivery must not be performed until all tests have been satisfactorily completed with data available for review. The vessel must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and installation. The Contractor must document the results of the Final inspection and provide these results to the Contracting Authority, a hard copy of the trial results must be shipped with the vessel. Where applicable, serial numbers and other identifying information must be recorded for the boat and engines and supplied to the Contracting Authority.

8.2.9 Stability examination per TCMSB TP1332 will require the Contractor to record all stability calculation and trial results and provide a copy to be placed in the technical manual, and two (2) copies for the Technical Authority.

8.2.10 Final Acceptance upon delivery, the Technical Authority, or a representative of the Technical Authority will conduct the final delivery inspection. The Contractor must repair any damage to the vessel or ancillary equipment resulting from shipping, to the satisfaction of the Technical Authority.

8.2.11 Trial Records: The Contractor must maintain records of testing for the vessel for a minimum of two (2) years. The Contractor must prepare a testing check sheet that certifies that each test has been completed. The check sheet must indicate the actual weight of the vessel in Light Condition. The check sheet must also indicate the total loaded weight.

9.0 DOCUMENTATION

9.1 GENERAL

9.1.1 All documentation must be provided in both official languages (French and English).

9.2 NATIONAL ASSET CODE

9.2.1 The National Asset Code for this RHIB is VXC41. The Contractor must add this five (5) character code to the builder's plate of the vessel with the prefix "National Asset Code".

9.3 BUILDER'S PLATE

9.3.1 A Builder's Plate must be affixed to each asset in a readily visible location, e.g. for a boat, in way of the helm position, for a trailer on the left side of the tongue.

9.3.2 The plate must be made of a weather resistant material compatible with that to which it is affixed.

9.3.3 The dimensions of the plate must be not less than 200mm x 125mm

9.3.4 The plate must contain the following information, permanently etched:

9.3.4.1 National Asset Code;
9.3.4.2 Naval Architect/Designer;
9.3.4.3 Builder;
9.3.4.4 Hull Number;
9.3.4.5 Year of Construction;
9.3.4.6 Call Sign (if applicable); and
9.3.4.7 Lightship Weight in kilograms.

9.4 TECHNICAL PUBLICATIONS

9.4.1 The Contractor must provide, upon delivery of the vessel, complete sets of technical publications of a comprehensive owner/operator manual that provides a physical and functional description of the craft, it's machinery and equipment, as well as delivery testing and sea trial result documentation. The manual must include but not be limited to sections such as: General Information, Technical Information, and Spare Parts List.

9.4.2 The Contractor is to provide copies of the technical publications as follows:

9.4.2.1 One (1) complete hard copy and one (1) complete CD electronic copy set of technical publications produced for the operator of the RHIB, to be delivered with the RHIB

9.4.2.2 One (1) complete hard copy and one (1) complete CD electronic copy set of technical publications produced for the Technical Authority, to be delivered to the same address identified for invoices.

9.5 GENERAL INFORMATION SECTION

9.5.1 The General Information Section must include a description of the arrangement and function of all structures, systems, fittings and accessories that comprise the boat, with illustrations as appropriate:

9.5.1.1 Operating procedures;
9.5.1.2 Basic operating characteristics (such as temperatures, pressures, flow rates);
9.5.1.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step;
9.5.1.4 Recommended planned maintenance; and
9.5.1.5 Complete troubleshooting procedures.

9.6 TECHNICAL INFORMATION SECTION

9.6.1 The Technical Information Section must include a complete set of detailed owners/operators manuals, drawings, parts lists and supplemental data for all components of the boat (whether acquired from external sources or custom-manufactured), including:

9.6.1.1 Initial Spares Parts List; The list must include the name, part number and serial number if applicable of the parts, items or components and must indicate the supplier (name, address, phone number, email address) of this part, equipment or component and in which part of the specification the item appears;
9.6.1.2 Hull; including hull data, TEST and TRIAL results as per Appendix A, serial or manufacturers' numbers, and equipment warranty cards;
9.6.1.3 Collar; including collar materials and glue materials, and procedures necessary for onboard repair of the collar;
9.6.1.4 Pre-trial shop Testing Check Sheet;
9.6.1.5 Engine(s) and equipment: including engines and propulsion serial numbers;
9.6.1.6 Electronics, (if applicable): including model and serial numbers;
9.6.1.7 Regulatory and Stability information: as required per TP 1332;
9.6.1.8 All components fitted to the vessel must have the Maintenance Data Sheet, completed before acceptance of the vessel from the Contractor. This information will be used to populate the data base for the maintenance of the vessel;
9.6.1.9 Acceptance Certificates, and compliance sheets or certificates distributed with equipment i.e. lifesaving appliances, lifting appliances, engine test reports, calibration certificates, Nav light certificates, Fire suppression material certificates, flotation foam rating sheets. The initial inspection of the vessel after delivery, by TCMS, will establish TP 1332 compliance;
9.6.1.10 The Technical Publications must also include a list of recommended initial onboard spare parts to be stocked for the craft. At a minimum this list must include the following items (as applicable):
9.6.1.10.1 Propulsion: Propellers, filters, water pump impeller, batteries, throttle and shift cables, special engine tools;
9.6.1.10.2 Collar: air valve, foot pump, pressure gauge, patch kit, including applicable adhesive and 12 Volt (V) High Pressure Pump;
9.6.1.10.3 Electrical: panel breakers, fuses, light bulbs;
9.6.1.10.4 Boat Structures and Fittings: Miscellaneous commonly used fasteners.

9.7 ADDITIONAL DELIVERABLE DOCUMENTATION

9.7.1 The following additional documentation must be delivered with the boat:
9.7.1.1 Tonnage Registration Certificate in accordance with TP 13430 - http://www.tc.gc.ca/eng/marinesafety/svcp-gt-3948.htm;

9.7.1.2 Registration to the Small Vessel Compliance Program SVCP Website: http://www.tc.gc.ca/eng/marinesafety/svcp-menu-3633.htm;
9.7.1.3 Two Bill of Sales, one for the RHIB and a second for the trailer;
9.7.1.4 A valid Motor Vehicle Registration Certificate for the relevant Province, if a trailer is to be supplied;
9.7.1.5 Test & Trial results as per Appendix A;
9.7.1.6 Acceptance Certificates, i.e. lifesaving appliances, lifting appliances, engine test reports, calibration certificates, extinguishers, etc.;
9.7.1.7 Testing Check Sheets.

10.0 SHIPPING AND DELIVERY

10.1 GENERAL

Prior to shipping, the boat is to be cleaned, appropriately protected and covered in accordance with the instructions specified in this section.

10.1.1 Prior to shipping, the boats must be secured on their respective trailers, cleaned, preserved and covered in accordance with this section. All areas of the boat are to be cleaned prior to covering for shipping. Bilges are to be dry and free of oil and debris and the fuel tanks must be full with fuel stabilizer added.

10.1.2 The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one (1) year in an environment that will be subjected to freezing temperatures.

10.1.3 The batteries are to be disconnected. A warning plate is to be tied to the steering wheel with a wire indicating that the boat has been protected for shipping and storage and must not be started until the propulsion machinery has been reactivated.

10.1.4 All contact points with the boat are to be padded. A shrink wrap cover is to be provided to protect the boat during shipping and storage.

11.0 TRAILER

11.1 General

11.2 The Contractor must supply a dual axle trailer to fit the boat, welded galvanized construction and be rated at least 10% over the anticipated 'normal load' weight of the boat, minimum load capacity of 9700 lbs. The trailer must be certified commercial requirements in accordance with Department of Transport regulations for towing the vessel, and be constructed and equipped with the following:

11.2.1 Tandem axle trailer, welded frame with spare tire on rim (mounted to front of trailer), safety chains and stainless steel "Bearing Buddies" and grease nipples;

11.2.2 Brake and turn signal submersible style LED lighting, with 7-prong flat wiring connector. (Note requirement for other connector if required for the equipment listed for trailer);

11.2.3 Stainless steel calipers, mounting brackets and rotors with the appropriate brake pads;
11.2.4 Electric over Hydraulic, jurisdiction compliant braking system;
11.2.5 Manual, two (2) speed bow winch assembly with winch webbing strap, non-corroding safety hook, bow chock, and swivel tongue jack, (3200 lb.) with wheel and an anti-reverse mechanism;
11.2.6 Heavy-duty 'stand-on' fenders with mud flaps and hitch to accommodate a 2 5/16 inch ball;
11.2.7 Bunks and wheel mounted spare tire and carrier, with lug wrench; and six (6) removable attachment points;
11.2.8 Trailer to be supplied with two (2) ratchet tie down straps with hooks securing boat to trailer aft. Turnbuckle to be provided for securing boat to trailer forward;
11.2.9 The trailer must be fitted with a heavy duty (1600 lb.) H.D. trailer jack complete with heavy duty swivel wheel;
11.2.10 Class III weight distributing hitch compliant;
11.2.11 Radial tires approved for trailers, minimum 235 80 R 16" Load range D tires on 6-bolt galvanized rims, with an equivalent sized spare on a high mount bracket. The tires must have a capacity equal or superior to the load capacity of the trailers.

11.3 The contractor must record the trailer sales and registration information and provide the information in the vessel manual.

APPENDIX A

Tests and Trials Sheet

APPENDIX A
SMALL CRAFT / VESSEL TESTS & TRIALS SHEET

CONTRACT # F7047-

Small Craft / Vessel Builder:			
Small Craft / Vessel Description:			
Hull Identification Number:			
National Asset Code:			
Date of Trials:			
Personnel in Attendance:			
Builder			
PWGSC			
DFO			
DFO			
Time: ____________ **hrs**	**Departing from** ________________________		
Small Craft / Vessel Weights:	Dry Weight of Hull with cabin:		________ lbs/ ________ kg
	Furnishings & Fittings:		________ lbs/ ________ kg
	Engines & Equipment:		________ lbs/ ________ kg
	Fuel: __________Imp gal	Fuel: __________Litres	________ lbs/ ________ kg
	Total Weight of Small Craft/Vessel:		**________ lbs/ ________ kg**
	Number of Crew_____and operating equipment:		________ lbs/ ________ kg
	Test Total Laden Weight:		**________ lbs/ ________ kg**
	Trailer weight:		**________ lbs/ ________ kg**
	Boat & Trailer weight:		**________ lbs/ ________ kg**

Motors: Starting - Operation "IDENTIFY INBOARD/OUTBOARDS"	**Port**	○ **Immediate, Yes / No**
	Starboard	○ **Immediate, Yes / No**
Propellers/Impellers	**Pitch**	________
	Diameter	________
	No. of Blades	________
	Stainless Steel or Aluminum	○ **S/S ___ AL**
Static Attitude & Trim:		
Weather Conditions: Refer to attached Beaufort Wind Scale. BWS No. _____		
Speed Trials	**Speed Required _______ - _______ knots**	
	Cruising Speed: measured mile 1 way	_______kts @ ________rpm
	Cruising Speed: measured mile return	_______kts @ ________rpm
	Averaged Cruising Speed:	**_______kts @ ________rpm**
	Maximum Speed: measured mile 1 way	_______kts @ ________rpm
	Maximum Speed: measured mile return	_______kts @ ________rpm
	Average Maximum Speed _______kts @ ________rpm	
Full Throttle	From dead stop to plane	__________ **seconds**
	From dead stop to 30 knots	__________ **seconds**
Astern Propulsion:	Straight line to 2000 rpm	○ **Issues, Yes / No**
	Hard a-port	○ **Issues, Yes / No**
	Hard a-starboard	○ **Issues, Yes / No**
	Emergency stop	__________ **seconds**

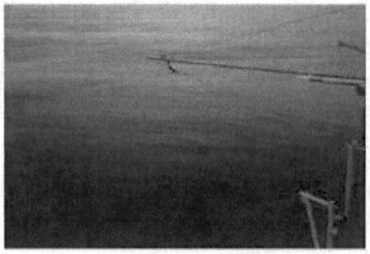
Tubes (if applicable)	No. of Chambers	______
	Semi-auto fill system	○ **Yes / No**
	Time to fill all chambers	______ **seconds**
Endurance Trials: X = gallons or Litres	**Fuel consumption**	
	Port & Starboard Motor: at cruise:	________X/hr @________rpm
	Port & Starboard Motor: at full throttle:	________X/hr @________rpm
Steering: Acceptable Y /N	Straight line	○ **Yes / No**
	Hard-Port radius of turn. Full Throttle	________ **feet**
	Hard-Stbd radius of turn. Full Throttle	________ **feet**
	Lock to lock = 35 degrees pt. & stbd	○ **Yes / No**
	Effective steering 0-5 knots	○ **Yes / No**
	5-10 knots	○ **Yes / No**
	20-30 knots	○ **Yes / No**
	Full speed	○ **Yes / No**
Outboard/Inboard Leg Trim Control:	From fully raised to fully lowered.	○ **Acceptable Yes / No**
Trim Tab Operation:	Fully raised, fully lowered.	○ **Acceptable Yes / No**
Engine Controls:	Start	○ **Issues, Yes / No**
	Shift	○ **Issues, Yes / No**
	Throttle	○ **Acceptable Yes / No**
Engine Gauges:	Tachometer	○ **Acceptable Yes / No**
	Fuel gauges	○ **Acceptable Yes / No**
	Trim gauges	○ **Acceptable Yes / No**
	Oil pressure	○ **Acceptable Yes / No**

Engine Gauges:	Voltmeter	__________ **volts**
Cabin Sound Levels:	Cruising speed- door & windows closed	________dbA @ ________rpm
	Cruising speed- door & windows open	________dbA @ ________rpm
	Full speed- door & windows closed	________dbA @ ________rpm
	Full speed- door and windows open	________dbA @ ________rpm
Outboard/Inboard engine operation:	Starting	○ **Acceptable Yes / No**
	Shifting	○ **Acceptable Yes / No**
	Throttle	○ **Acceptable Yes / No**
	Raise	○ **Acceptable Yes / No**
	Lower	○ **Acceptable Yes / No**
Loaded Vessel Drop Test:	**If applicable**	○ **Acceptable Yes / No**
Lifting Bridle Certified:	**If applicable**	○ **Acceptable Yes / No**
Rollover test	**If applicable**	○ **Acceptable Yes / No**

NOTES

Beaufort Wind Scale Identifier

Force	Wind Speed		Descriptive Term	Effects Observed at Sea	Effects Observed on Land
	Km/h	Knots			
0	Less than 1	Less than 1	Calm	Sea surface like a mirror, but not necessarily flat.	Smoke rises vertically.
1	1 - 5	1 - 3	Light air	Ripples with the appearance of scales are formed, but without foam crests.	Direction of wind shown by smoke drift, but not wind vanes.
2	6 - 11	4 - 6	Light breeze	Small wavelets, still short but more pronounced. Crests do not break. When visibility good, horizon line always very clear.	Wind felt on face. Leaves rustle. Ordinary vane moved by wind.
3	12 - 19	7 - 10	Gentle breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered whitecaps.	Leaves and small twigs in constant motion. Wind extends light flag.
4	20 - 28	11 - 16	Moderate breeze	Small waves, becoming longer. Fairly frequent whitecaps.	Raises dust and loose paper. Small branches are moved.
5	29 - 38	17 - 21	Fresh breeze	Moderate waves, taking a more pronounced long form. Many whitecaps are formed. Chance of some spray.	Small trees with leaves begin to sway. Crested wavelets form on inland waters.
6	39 - 49	22 - 27	Strong breeze	Large waves begin to form. The white foam crests are more extensive everywhere. Probably some spray.	Large branches in motion. Whisteling heard in telephone wires. Umbrellas used with difficulty.
7	50 - 61	28 - 33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.	Whole trees in motion. Inconvenience felt in walking against wind.
8	62 - 74	34 - 40	Gale	Moderately high waves of greater length. Edges of crests begin to break into the spindrift. The foam is blown in well-marked streaks along the direction of the wind.	Breaks twigs off trees. Generally impedes progress. Walking into wind almost impossible.
9	75 - 88	41 - 47	Strong gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.	Slight structural damage occurs, e.g. roofing shingles may become loose or blow off.
10	89 - 102	48 - 55	Storm	Very high waves with long overhanging crests. Dense white streaks of foam. Surface of the sea takes a white appearance. The tumbling of the sea becomes heavy and shock-like. Visibility affected.	Trees uprooted. Considerable structural damage occurs.
11	103 - 117	56 - 63	Violent storm	Exceptionally high waves. Sea completely covered with long white patches of foam. Visibility affected.	Widespread damage.
12	118 - 133	64 - 71	Hurricane	Air filled with foam and spray. Sea entirely white with foam. Visibility seriously impaired.	Rare. Severe widespread damage to vegetation and significant structural damage possible.



BEAUFORT FORCE 0
WIND SPEED: LESS THAN 1 KNOT

SEA: SEA LIKE A MIRROR



BEAUFORT FORCE 1
WIND SPEED: 1-3 KNOTS

SEA: WAVE HEIGHT .1M (.25FT), RIPPLES WITH THE APPEARANCE OF SCALES, BUT WITHOUT FOAM CRESTS



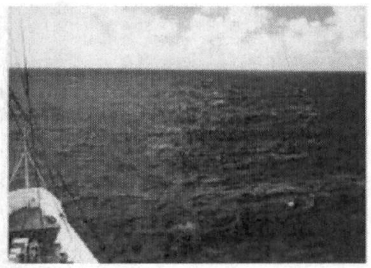
BEAUFORT FORCE 2
WIND SPEED: 4-6 KNOTS

SEA: WAVE HEIGHT .2-.3M (.5-1FT), SMALL WAVELETS, CRESTS HAVE A GLASSY APPEARANCE AND DO NOT BREAK



BEAUFORT FORCE 4
WIND SPEED: 11-16 KNOTS

SEA: WAVE HEIGHT 1-1.5M (3.5-5FT), SMALL WAVES BECOMING LONGER, FAIRLY FREQUENT WHITE HORSES



BEAUFORT FORCE 5
WIND SPEED: 17-21 KNOTS

SEA: WAVE HEIGHT 2-2.5M (6-8FT), MODERATE WAVES TAKING MORE PRONOUNCED LONG FORM, MANY WHITE HORSES, CHANCE OF SOME SPRAY



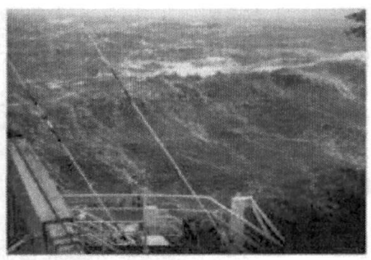
BEAUFORT FORCE 6
WIND SPEED: 22-27 KNOTS

SEA: WAVE HEIGHT 3-4M (9.5-13 FT), LARGER WAVES BEGIN TO FORM, SPRAY IS PRESENT, WHITE FOAM CRESTS ARE EVERYWHERE



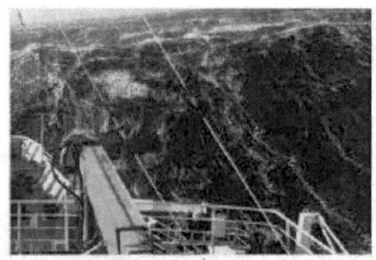
BEAUFORT FORCE 7
WIND SPEED: 28-33 KNOTS

SEA: WAVE HEIGHT 4-5.5M (13.5-19 FT), SEA HEAPS UP WHITE FOAM FROM BREAKING WAVES BEGINS TO BE BLOWN IN STREAKS ALONG THE WIND DIRECTION



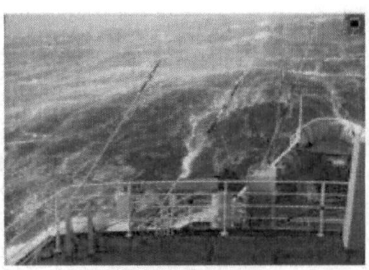
BEAUFORT FORCE 8
WIND SPEED: 34-40 KNOTS

SEA: WAVE HEIGHT 5.5-7.5M (18-25FT), MODERATELY HIGH WAVES OF GREATER LENGTH, EDGES OF CREST BEGIN TO BREAK INTO THE SPINDRIFT, FOAM BLOWN IN WELL MARKED STREAKS ALONG WIND DIRECTION



BEAUFORT FORCE 9
WIND SPEED: 41-47 KNOTS

SEA: WAVE HEIGHT 7-10M (23-32FT), HIGH WAVES, DENSE STREAKS OF FOAM ALONG DIRECTION OF THE WIND, WAVE CRESTS BEGIN TO TOPPLE, TUMBLE, AND ROLL OVER, SPRAY MAY AFFECT VISIBILITY.



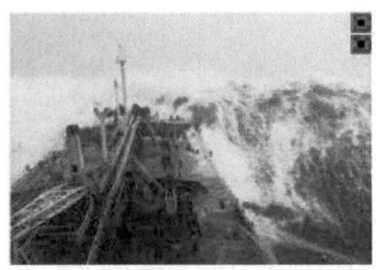
BEAUFORT FORCE 10
WIND SPEED: 48-55 KNOTS

SEA: WAVE HEIGHT 9-12.5M (29-41FT), VERY HIGH WAVES WITH LONG OVERHANGING CRESTS. THE RESULTING FOAM, IN GREAT PATCHES, IS BLOWN IN DENSE WHITE STREAKS ALONG WIND DIRECTION. ON THE WHOLE, SEA SURFACE TAKES A WHITE APPEARANCE. TUMBLING OF THE SEA IS HEAVY AND SHOCK LIKE. VISIBILITY AFFECTED.



BEAUFORT FORCE 11
WIND SPEED: 56-63 KNOTS

SEA: WAVE HEIGHT 11.5-16M (37-52FT), EXCEPTIONALLY HIGH WAVES, SMALL-MEDIUM SIZED SHIPS MAY BE LOST TO VIEW BEHIND THE WAVES. SEA COMPLETELY COVERED WITH LONG WHITE PATCHES OF FOAM LYING ALONG WIND DIRECTION. EVERYWHERE, THE EDGES OF WAVE CRESTS ARE BLOWN INTO FROTH.



BEAUFORT FORCE 12
WIND SPEED: 64 KNOTS

SEA: SEA COMPLETELY WHITE WITH DRIVING SPRAY. VISIBILITY VERY SERIOUSLY AFFECTED. THE AIR IS FILLED WITH FOAM AND SPRAY.

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Chapter 11

ANNEX C: PROJECT BRIEF

Contents

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PROJECT BRIEF

This Project Brief is divided into four sections:

- Description of Project
- Description of Services
- Project Administration
- Required Services

DESCRIPTION OF PROJECT

PD 1 PROJECT INFORMATION

The Fisheries and Oceans Canada (DFO) intends to retain an architectural or engineering consulting firm to provide professional consulting services required for this project. The firm shall be licensed to practice in the Territory of Nunavut.

1.1	**Project Title:**	New Inshore Rescue Boat Search and Rescue Base
1.2	**Location of the Project:**	Rankin Inlet, Nunavut
1.3	**Project Number:**	TBD
1.4	**Client:**	Department of Fisheries and Oceans Canada
1.5	**Departmental Representative:**	Aldin Jansen

PD 2 PROJECT IDENTIFICATION

2.1 Description

The project involves the construction of a new Canadian Coast Guard (CCG) Inshore Rescue Boat Search and Rescue (SAR) base in a proposed location in the Canadian Arctic.

The project comprises the following components:

- Residence / Operations building
- Workshop (attached to Residence)
- Site Work

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The residence / operations building shall be a building to accommodate office, living, sleeping, messing and laundry amenities for a crew of four. The workshop is required to carry out minor equipment repairs.

Seasonal Usage:
The base is generally used from June to mid-September and placed into a dormant state over the winter. The base must be therefore designed for shutdown and/or 'mothballing' during the off-season. All water supply and wastewater lines must allow for easy drainage to minimize plumbing freeze-up. Building materials and finishes must be suitable for a wide range of temperature and relative humidity.

2.2 Cost

The construction budget is estimated at $5,000,000.00 excluding GST.

2.3 Schedule

The completion date for the design and tender ready documents is XX Month 2017. Project final completion date for construction is tentatively scheduled for mid-2019.

PD 3 PROJECT BACKGROUND

The Canadian Coast Guard is responsible for providing marine services and equipment in support of the National Search and Rescue Program. The Program is provided from a base located within a defined area to provide an immediate response to marine emergencies. The response is provided by one of two crews working on stand-by, 24 hours a day, seven days a week on a two week-on/week-off rotation, between June and mid-September. The base is comprised of living accommodations with an office for the crews as well as a workshop for storage and light maintenance duties.

The proposed work calls for the design and construction of a new residence/office with workshop. All available site services will need to be provided to the base.

Environmental Site Assessment:
An enhanced Phase I environmental site assessment (ESA) will be completed and made available to bidders.

Geotechnical Investigation:
A geotechnical investigation will be completed and will be made available to bidders.

Topographic Survey:
A topographic survey has been completed and will be made available to bidders.

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PD 4 EXISTING DOCUMENTATION

4.1 Existing Documentation

1. Environmental site assessment
2. Topographic survey
3. Geotechnical investigation
4. CCG Small Vessel Station Standard (2016)

4.2 Access to documentation

1. All information above is attached.

PD 5 PROGRAM

5.1 Site Requirements

- Wall mounted lighting (motion sensor) to illuminate all entrances, walkways.
- Flagpole (x2)
- 60' Communication tower, 20' Antennae and supporting base, grounding as per clients' standard.
- Sufficient parking for three vehicles, at minimum, including a 350-series pickup truck

5.2 Residence/Operations Building Requirements

- Approximate gross area: XX m^2
- Requirements:
    - Accommodation for a crew of four (3+1)
        - Minimum size: 3000mm x 3000mm
        - Contains a closet
        - Sufficient space and configuration for a single bed, desk and dresser
    - Enclosed Office / Training Room:
        - Minimum size: 3000mm x 3000mm
        - Sufficient space and configuration for a desk, chair, filing cabinet, computer workstation and bookshelf.
    - Living room:
        - Sufficient space and seating for a minimum of 4 persons
        - Space suitable for recreation (i.e., television, coffee / side table)
    - Kitchen / dining room: include space for refrigerator, stove, oven, microwave, pantry
    - Mech/electrical room
    - Fitness room
        - Minimum size: 3000mm x 3000mm

- Ready room: four, minimum 600 mm wide, full-height lockers, with seats and lockable, ventilated doors.
- Full-size firearms storage cabinet, located in close proximity to ready room. Designed in accordance with the *Public Agents Firearms Regulations*.
- 2 x Bathrooms (3 piece) one piece acrylic tub/shower units
- 1 x Laundry room: plumb/wire/vent etc. for 1 set of stackable full-size washer and dryer.

- A basement is not permitted
- Triple glazed windows
- Electrical system to allow for connection to (DFO-supplied) portable generator for emergency power
- Securable shutters to protect all windows from debris in off-season

5.3 Workshop/Garage Requirements

- Approximate gross area: 231.04 m^2 (~15.2 m × ~ 15.2 m)
- Two overhead doors facing road access (4.6 m wide; 4.6 m high; with electric operator) and man door
- Concrete slab or gravel floor
- Tool storage and workbench
- Window with security bars
- Utility/laundry tub with hot and cold water supply
    - Grease trap/Oil-water separator in drain
- Ceiling height: Minimum 5.5 m

5.3 Exterior Requirements

- Sufficient parking for three vehicles, at minimum, including a 350-series pickup truck

PD 6 PROJECT OBJECTIVES

All program requirements shall be integrated into a functional, sustainable Search and Rescue Base.

The base shall have relatively low operations and maintenance requirements and be designed and constructed for a life cycle of not less than 40 years.

6.1 Quality and Image

The image of the facility shall reflect the mission of the Canadian Coast Guard, as stated below:

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"As an essential component of Canada's sovereignty, the CCG is a national institution, providing service in:

: Maritime safety (including preparation, prevention and response);
: Protecting marine and freshwater environments;
: Facilitating maritime commerce and sustainable development;
: Supporting marine scientific excellence; and
: Supporting Canada's maritime priorities".

The Department expects the Consultant to maintain a high standard of architectural design, based upon recognized contemporary design principles. All design elements, planning, architectural, engineering and landscaping, must be fully coordinated, and consistent in adherence to good design principles and implemented in an environmentally responsible manner.

The building and systems must enable long-term efficient and cost effective life cycle performance. The new facility must implement design strategies, systems and equipment that result in energy efficient design and take into consideration total life-cycle costs. It is essential that the new facilities operate with minimal 'hands-on' maintenance and repairs and building finishes allow for easy maintenance.

The level of quality is to be consistent with other Government of Canada Buildings. The quality of materials and construction methods shall be commensurate with the type of building and the budget. Experimental materials are to be avoided.

Exterior materials will be compatible with its surrounding context.

6.2 Code Compliance

Codes, regulations, by laws and decisions of "authorities having jurisdiction" will be observed. In cases of overlap, the most stringent will apply. The Consultant shall identify other jurisdictions appropriate to the project.

6.3 Risk Management

A risk management strategy is crucial for project management and integrates project planning into procurement planning. All stakeholders of a project will be an integral part of the risk management strategy, culminating in an integrated product team. Specific services required for project delivery are outlined in Required Services.

6.4 Health and Safety

DFO recognizes the responsibility to ensure the health and safety of all persons on Crown construction projects and the entitlement of both federal employees and private sector workers to the full protection afforded them by occupational health and safety regulations.

In keeping with the responsibility and in order to enhance health and safety protection for all individuals on federal construction sites, DFO will voluntarily comply with the applicable provincial/territorial construction health and safety acts and regulations, in addition to the related Canada Occupational Safety and Health Regulations.

6.5 Cost Control

Effective cost estimating and cost control is of prime importance. All cost estimates shall be submitted in elemental cost analysis format. The standard of acceptance for this format is the current issue of the elemental cost analysis format issued by the Canadian Institute of Quantity Surveyors.

PD 7 PROJECT-SPECIFIC ISSUES

7.1 In-water Work

All in-water work must be completed in accordance with timelines set by all authorities having jurisdiction.

7.2 Harsh Environment

Due to the proximity to Hudson Bay and a nearby airport and gravel road, the site is subject to wind-driven rain and grit. Use durable building materials.

7.3 Proximity to Public Beach

Assess any impacts that may result due to the proximity to the adjacent airport (i.e., lighting, acoustics, etc.). Make recommendations for remedial measures.

PD 8 CONSULTANT SERVICES

The consultant team for this project must be capable of providing the following services:

- Civil engineering
- Architecture
- Structural engineering
- Mechanical engineering,
- Electrical engineering
- Commissioning
- Waste management

DESCRIPTION OF SERVICES

PA 1 PROJECT ADMINISTRATION

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INTENT
The following administrative requirements apply during all phases of project delivery.

1.1 Project Management

The Departmental Representative assigned to the project is Aldin Jansen.

The Departmental Representative is the Departmental officer directly concerned with the project and responsible for its progress. The Departmental Representative is the liaison between the Consultant and all other project team members.

DFO shall administer the project and exercise continuing control over the Consultant's work during all phases of development. Unless directed otherwise by the Departmental Representative, the Consultant obtains all permits and approvals necessary for the work. (Revise with PSPC input)

1.2 General Project Deliverables

Where deliverables and submissions include summaries, reports, drawings, plans or schedules, four (4) hard copies shall be provided plus one (1) copy shall be provided in electronic format unless otherwise specified.

1.3 Lines of Communication

Unless otherwise arranged with Departmental Representative, the Consultant shall communicate with the Departmental Representative only. There shall be no direct official contact between other project team members and the Consultant.

During construction tender call, Public Works and Government Services Canada conducts all correspondence with bidders and makes the contract award.

1.4 Media

The consultant shall not respond to requests for project related information or questions from the media. Such inquiries are to be directed to the Departmental Representative.

1.5 Meetings

The Departmental Representative shall arrange meetings bi-weekly throughout the entire project development period for all members of project team.

The Consultant shall attend the meetings, record the issues and decisions and prepare and distribute minutes within 72 hours of the meeting.

1.6 Project Response Time

It is a requirement of this project that the key personnel of the Consultant and sub consultants or specialist firms be personally available to attend meeting or respond to inquiries within 72 hours.

1.7 Submissions, Reviews and Approvals

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Work in progress is to be reviewed by the Departmental Representative as well as the following:

DFO/PSPC
- Submission Format: report, drawings and specifications
- Submission Schedule: Submissions are reviewed bi-weekly
- Expected Turnaround Time: 1 week

HRSDC Canada - Fire Protection:
- Submission Format: report, drawings and specifications
- Submission Schedule: Submissions are reviewed bi-weekly
- Expected Turnaround Time: 1 week

Municipal authorities:
- Submission Format: report, drawings and specifications
- Submission Schedule: Submissions are reviewed monthly
- Expected Turnaround Time: TBD
- Number of Submissions: two (2)

Chart of Reviews and Approvals	PSPC		DFO		HRSDC	
	R	A	R	A	R	A
RS2.1.1 Analysis of Project Scope of Work						
Project Scope of Services Report			X	x		
Class 'D' Estimate			X	x		
RS2.1.2 Schematic Design						
Concept Design Documents	x		X	x	X	x
Class 'C' Estimate(s)	x		X	X		
RS2.1.3 Design Development						
Design Development Documents	X		X	x	X	x
Class 'B' Estimate(s)	X		X	x		
RS2.1.4 Construction Documents / Tender Call						
50% Construction Drawings and Specs	X		X	x	x	X
99% Construction Drawings and Specs	X		X	x	x	X

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Class 'A' Estimate(s)	X		X	X		
Final Tender Documents			X	X	x	x

R = Review
A = Approval

REQUIRED SERVICES

RS 1 ANALYSIS OF PROJECT Scope of Work

1.1 INTENT

The purpose of this stage is to ensure the Consultant has reviewed and integrated all the project requirements, identified and evaluated conflicts or problems, presented and received approval on a project scope, delivery process, schedule and estimate required to deliver a cohesive quality project. Alternative designs, should the consultant wish to provide, will be considered.

The Consultant will be responsible for providing and coordinating full professional Architectural, Engineering, and Specialist Consultant services required, from the Design Services Stage to the completion of the Post Warranty Stage of the project.

The approved deliverable will become the Project Scope of Services and will be used throughout the project to guide the delivery.

1.2 GENERAL

- **Scope and Activities:**
  - Visit the site and verify the availability and capacity of services needed for the project
  - Attend project start up meeting
  - Analyze the project requirements/program
  - Review all available existing material related to the project
  - Review the proposed project schedule for verification that all milestone dates are achievable
  - Review the cost plan/budget for verification that the costs are realistic and achievable
  - Identify and verify all authorities having jurisdiction over the project
  - Identify the codes, regulations and standards that apply
  - Establish a policy for project to minimize environmental impacts consistent with the project objectives and economic constraints
  - Review potential for environmental impacts and application of the Canadian Environmental Assessment Act (CEAA)
  - If desired, provide alternative designs for Departmental Representative's consideration

1.3 DELIVERABLES

- Comprehensive summary of the project requirements/program demonstrating understanding of the scope of work including:
  - confirmed or adjusted project cost and time plans

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- Written identification of the problems, conflicts or other perceived information/clarifying assumptions for the acknowledgment of the Departmental Representative.

RS 2 DESIGN CONCEPT (Schematic Design)

2.1 GENERAL

- **Scope and Activities:**
    - Develop a schematic layout for the new building, considering the integration of all building systems and sustainable design opportunities.
    - The project requirements must be translated into space perimeters; preliminary design options must be analyzed considering project objectives and priorities.
    - The functional relationships between project elements must be considered.
    - This will lead to the recommendation of a preferred multi-disciplinary option for further development.
    - Update Project Log;

2.2 DELIVERABLES

- Prepare the Schematic Design submission.
- Indicate how the design will meet the sustainability targets
- If requested, provide written response to the Departmental Representative comments on the schematic design report.
- Prepare a detailed Class C estimate using available information.
- Obtain written authorization from the Departmental Representative before proceeding to design development phase

RS 3 design development

3.1 INTENT

Refine and develop a site plan. The Design Development documents consist of drawings and other documents to describe the size and character of the entire project as to architectural, structural, mechanical and electrical systems, materials and such other elements as may be appropriate.

3.2 GENERAL

Scope and Activities:

- If any alterations are demanded, document all required changes, analyze the impact on all project components, and resubmit for approval if required.
- Expand and clarify the Concept Design intent for any change in design discipline.
- Present the design materials for review by other committees as indicated by the Departmental Representative.
- Present the design to the government or local authorities where required.
- Analyze the constructability of the project and advise on the construction process and duration.
- Based on all material available at the time, prepare a draft milestone schedule.

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- Continue to review all applicable statutes, regulations, codes and by-laws in relation to the design of the project.
- Provide a list and draft specification sections of all NMS sections to be used. Submit outline specifications for all systems and principle components and equipment. Provide in the outline specifications manufacturers' literature about principal equipment and system components proposed for use in this project.
- Submit narrative description outlining sustainable design features, including checklist confirming compliance with LEED silver rating.
- Submit building code data matrix.

3.3 DETAILS

Scope and Activities:
3.3.1 Architectural Drawings:

- Site Plan showing the buildings, marine structures and existing or proposed environmental items including the following:

- Parking:
  - Employees
  - Visitors
- Grading:
  - Existing and proposed grade elevations.
- Cross Sections:
  - Cross sections through the site to show the relationship of buildings to proposed ground elevations and planting, to illustrate the three-dimensional aspects of the site. Include simple perspective sketches of main features if necessary.
  - Floor Plans of each floor showing all accommodation required, including all necessary circulation areas, stairs, elevators, etc., and ancillary spaces anticipated for service use. Indicate building grids, modules, etc., and key dimensions.
  - Furniture and Equipment plans.
  - Elevations of all exterior building facades showing all doors and windows accurately sized and projected from the floor plans and sections. Indicate clear floor and ceiling levels and any concealed roof levels.
  - Cross Sections through the building(s) to show floor levels, room heights, inner corridor or court elevations, etc.
  - Detail Sections of walls or special design features requiring illustration and explanation of this stage, including fireproofing methods.

3.3.2 Structural Drawings:

- Drawings indicating the proposed structural framing system, type of foundation, structural materials, cladding details and other significant or unusual details proposed. Drawings may be separate or incorporated on the Architectural sheets. Include a copy of the site report on which the design is based.

3.3.3 Mechanical:

- Site Plan showing service entrances for water supply, sanitary and storm drains and connections to public utility services, including all key invert elevations.
- Drawings showing preliminary sizing of ventilation, cooling and heating systems showing locations, and all major equipment layouts in mechanical rooms.

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- Drawings of plumbing system, showing routing and sizing of major lines and location of pumping and other equipment where required
- Drawings of the fire protection systems showing major components.
- Produce preliminary designs based on the approved concept. Update the energy analysis and energy budget established at the concept design stage.
- Information of all internal and external energy loads in sufficient detail to determine the compatibility of the proposal with existing services, approved concept and energy budget.
- Analysis of selected equipment and plant with schematics and calculations sufficient to justify the economy of the selected systems.
- Describe the mechanical systems to be provided and the components of each system. Describe the perceived operation of the mechanical systems.
- Explain what acoustical and sound control measures are to be included in the design.

3.3.4 Electrical drawings:

- Provide drawings showing advanced development of the following:
  - Single line diagram of the power circuits with their metering and protection, including:
    - Complete rating of equipment.
    - Ratios and connections of Current transformers and potential/voltage transformers.
    - Description of relays when used.
    - Maximum short circuit levels on which design is based.
    - Identification and size of services.
    - Connected load and estimated maximum demand on each load centre.
  - Electrical plans with:
    - Floor elevations and room identification.
    - Legend of all symbols used.
    - Circuit numbers at outlets and control switching identified.
    - All conduit and wire sizes except for minimum sizes which should be given in the specification.
    - A panel schedule with loadings for each panel.
    - Telephone conduits system layout for ceiling/floor distribution.
  - Riser diagrams for lighting, power, telephone and telecommunication cable systems, fire alarm and other systems.
  - Schedule for motor and controls.
  - Complete lighting layout and fixture schedule clearly indicating methods of circuiting, switching and fixture mounting.
  - Electric heating layout and schedule.
- Provide the following data:
  - Total connected load.
  - Maximum demand and diversity factors.
  - Sizing of standby load.
  - Short-circuit requirements and calculations showing the ratings of equipment used.

3.3.5 Commissioning

- Define operational requirements.
- Define Commissioning Requirements.

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- Prepare a Commissioning Brief describing major commissioning activities for mechanical, electrical and integrated system testing.
- Define and establish project specific archives

3.5 DELIVERABLES:

- Two (2) building sections
- Elevations
- Finish and colour schemes (proposed)
- Outline specifications for all systems and principle components or equipment
- Class 'D' cost estimate
- Preliminary construction schedule including long term delivery items
- Fire Protection Engineers Report including requirements, strategies or interventions for protection of the building and its occupants
- Project dossier detailing the basic assumptions of the project and the justifications for all major decisions
- Commissioning Plan

RS 4 CONSTRUCTION DOCUMENTS, Pre Tender Construction Cost Estimate and project schedule

4.1 INTENT

To prepare drawings and specifications setting forth in detail the requirements for the construction and final cost estimate of the project.

- 50% indicates substantial technical development of the project - advanced architectural and engineering plans, details, schedules and specifications
- 99% is the submission of complete Construction Documents ready for tender call and submission to local authorities for pre-permit purposes
- Develop project specific Systems Operations Manual (SOM)
- Final Submission incorporates all revisions required in the 99% version and is intended to provide complete construction documents for tender call.

4.2 GENERAL

Activities are similar at both stages; completeness of the project development should reflect the stage of a submission.

Scope and Activities:

- Obtain Departmental Representative's approval for Design Development submissions (50%, 99% and final)
- Confirm format of drawings and specifications
- Clarify special procedures (i.e. phased construction)
- Submit drawings and specifications at the required stages. (50%, 99% and final)
- Provide written response to all review comments and incorporate them into Construction Documents where required.
- Advise as to the progress of cost estimates and submit updated cost estimates as the project develops
- Update the project schedule

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- Prepare a final Class 'A' estimate. Review and approve materials and construction processes specifications to meet sustainable development objectives.

4.3 DETAILS
Scope and Activities:

4.3.1 Technical and Production Meetings
- Production of construction documents will be reviewed during the meetings arranged by Departmental Representative and Consultant.
- Consultant shall ensure that his staff and the sub-consultant representatives attend the technical and production meetings as required.
- Consultant shall arrange for all necessary data, progress prints, etc.
- Consultant shall prepare minutes of the meetings and distribute copies to all participants.

4.3.2 Progress Review
- As work progresses on construction drawings, submit drawings, schedules, details, pertinent design data and updated Cost Plan and Project Schedule as required.

▪ Mechanical:
- Flow diagrams, system layouts, equipment selections and sizes, floor plan layouts showing major equipment.
- All major ductwork sized and shown on drawings including layout of all major mechanical and transformer rooms.
- Mechanical control schematics, sequence of operation for each mechanical system, electrical control schematics, DDC input/output point schedules.
- Commissioning Plan
- Update the building load calculation, energy analysis and energy budget.
- Submit at the stipulated progress submission all calculations for mechanical design and equipment selection. These calculations shall be bound (3-ring binder) and indexed.
- Specifications and an index of specifications. The specifications shall consist of typed and edited PWGSC amended NMS sections; PWGSC in-house master specs sections and NMS sections.

4.4 DELIVERABLES
Deliverables are similar at 50% and 99% stages; completeness of the project development should reflect the stage of a submission.

4.4.1 99% Submission:
- Complete specification and working drawings.
- 99% Commissioning plan and Systems Operations manual
- One copy of the complete colour schedules, including textures, colour chips and material samples.
- One copy of site information,
- One copy of updated Cost Plan and Project Schedule
- Submit checklist confirming compliance with LEED silver rating.

4.4.2 Final Submission:

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- This submission incorporates all revisions required by the review of the 99% submission. Provide the following:
  - Complete set of originals of the working drawings.
  - Complete sets of original specifications.
  - Class 'A' estimate
  - Complete Commissioning Plan
  - Complete Systems Operations manual
  - Complete set of original Colour Schedule.
  - As a safeguard against loss or damage to the originals, retain a complete set of drawings in reproducible form and one copy of specification.
  - Inspection Authorities Submission
    Submit and obtain approval on plans and specifications required by Inspection Authorities before tender call.

Government of Canada
Fisheries and Oceans

Gouvernement du Canada
Pêches et Océans

UNCLASSIFIED
GCCMS # : 20##-###-#####
EKME # : #######

To:
Pour: Julie Gascon

Date: August XX, 2017

Object:
Objet: **ADDITIONAL INSHORE RESCUE BOAT STATION**

From / De: Steve Thompson, Officer – Arctic SAR

Via: Peter Garapick, Superintendent – Arctic SAR

Additional approvals:
Autre(s) approbation(s):

	Your Signature Votre signature	X	Information
	For Comments Observations		Material for the Minister Documents pour le Ministre

Remarks:
Remarques:

Drafting Officer/ Rédacteur: Steve Thompson (438-993-4622)

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

UNCLASSIFIED

20##-###-#####
EKME #: #######

BRIEFING NOTE TO THE ASSISTANT COMMISSIONER

SUPPORTING EVIDENCE FOR INSHORE RESCUE BOAT STATION
(FOR INFORMATION)

SUMMARY

The purpose of this note is to present the supporting evidence and risk profile for the proposed location for the Inshore Rescue Boat (IRB) Station – Rankin Inlet, NU.

Examining the historical SAR cases in the area, it is evident that there are a number of SAR cases in the area between Arviat, Whale Cove, Rankin Inlet and Chesterfield Inlet. Although there is currently a Canadian Coast Guard Auxiliary unit in Rankin Inlet, the unit has not been active and has only responded to 6 cases in the past five years. In addition, the unit is equipped with a small runabout, which is not ideally suited for the rough waters of Western Hudson Bay. As such, the expanded area of SAR response coverage offered through the installation of an IRB unit in Rankin Inlet is recommended.

Furthermore, the historical ice conditions in the area are favourable and conducive to an extended operating season. It is anticipated that the unit can commence operations mid-June and ice-free waters will exist until October for offshore regions. Near-shore icing is possible due to the shallow depth of many of the bays and inlets, so caution should be exercised if operations are conducted during the Fall months.

RANKIN INLET, NUNAVUT

Summary: Since 2006, there have been 36 marine SAR cases in the Western Hudson Bay region, within 100nm of Rankin Inlet, which includes the communities of Chesterfield Inlet, Whale Cove and Arviat. There have also been 15 Aeronautical and 14 humanitarian SAR cases in this time period; with most cases occurring along the shoreline.

Location-Specific Statistical Support:

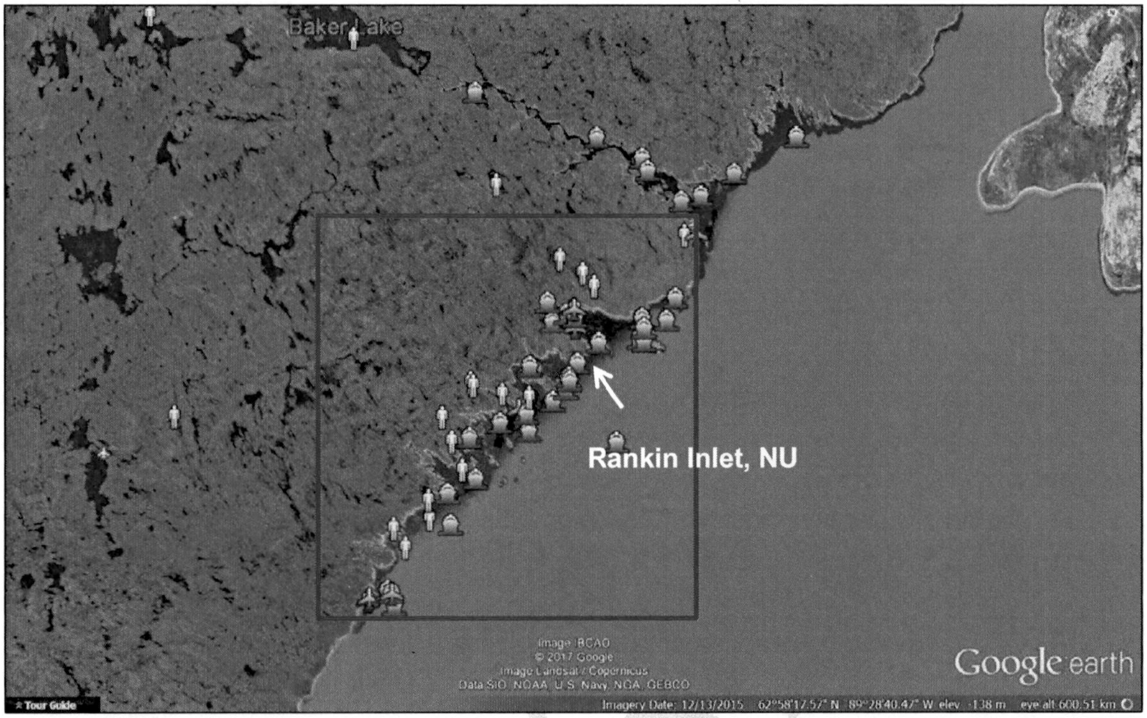


Figure 1. SAR cases in the region from 2006-2016.



Figure 2. Existing Rankin Inlet CCGA vessel and anticipated response range.

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As mentioned above, Rankin Inlet CCGA has only responded to 6 SAR cases since 2012. As such, SAR response coverage in the region could be enhanced with the establishment of an IRB unit. With the installation of a seasonal Inshore Rescue Boat in Rankin Inlet, the extended patrol and response range of this unit more closely aligns with the corridor of historical SAR cases:



With the proper equipment and suitable weather and sea conditions, it is feasible for this unit to conduct SAR response from Arviat to north of Chesterfield Inlet.

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SAR Risk Estimation:

Impact		Rare	Unlikely	Moderate	Likely	Almost Certain
	Extreme					
	High		9,12,19,21			
	Moderate		17,20	24		
	Low		1,25,28	2,3,4,26,27		
	Negligible					
		Likelihood				

Note: The RAMSARD process is not a relative risk tool, and should not be used to compare area risks to other area risks or to the national risk matrix. Each area has unique risks and may have unique resources to cover those risks. During consultations with stakeholders, the national risk matrix will be shown only to indicate that it is complete and to show that local figures are used in the Analysis (as opposed to the national figures being applied to local area assessments).

CATEGORY			
1	M1 - Pleasure Craft	**15**	M3 - Major Ferry - Oil Rig
2	M2 - Pleasure Craft	**16**	M4 -Major Ferry - Oil Rig
3	M3 - Pleasure Craft	**17**	A1 - Small Aircraft
4	M4 - Pleasure Craft	**18**	A2 - Small Aircraft
5	M1 - Fishing Vessel	**19**	A3 - Small Aircraft
6	M2 - Fishing Vessel	**20**	A4 - Small Aircraft
7	M3 - Fishing Vessel	**21**	A1 - Large Aircraft
8	M4 - Fishing Vessel	**22**	A2 - Large Aircraft
9	M1 - Commercial Vessel	**23**	A3 - Large Aircraft
10	M2 - Commercial Vessel	**24**	A4 - Large Aircraft
11	M3 - Commercial Vessel	**25**	H1 - Humanitarian
12	M4 - Commercial Vessel	**26**	H2 - Humanitarian
13	M1 - Major Ferry - Oil Rig	**27**	H3 - Humanitarian
14	M2 - Major Ferry - Oil Rig	**28**	H4 - Humanitarian

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This Risk Assessment is based on the parameters:

Table 1 – Impact

Impact	
Extreme	More than 50 lives lost in incident.
High	More than 10 lives lost in incident.
Moderate	More than 5 lives lost in incident.
Low	One to five lives lost in incident.
Negligible	No lives lost in incident.

If the data is absent, all reviewers will be required to use the following assumptions for determining consequences:

- A pleasure craft has four persons on board;
- A fishing vessel has five persons on board;
- A commercial vessel has twenty persons on board;
- A cruise ship, ferry or oil rig has more than fifty persons on board;
- A small aircraft carries ten or fewer persons; and
- A large aircraft carries more than ten persons.

Table 2 – Likelihood

Likelihood	
Almost Certain	1 incident or more per week
Likely	1 or more incident per month
Moderate	1 or more incident per year
Unlikely	1 incident every 10 years
Rare	1 incident every 25 years or more

Further to the historical SAR case load and locations, Rankin Inlet also has favourable ice conditions, with ice-free – or marginal ice zone – waters generally seen in early June and remaining until mid-October.[1]

[1] Disclaimer: The USNIC Daily Ice Edge product depicts the daily sea ice pack in red (8-10/10ths or greater of sea ice), and the Marginal Ice Zone (MIZ) in yellow. The marginal ice zone is the transition between the open ocean (ice free) and pack ice. The MIZ is very dynamic and affects the air-ocean heat transport, as well as being a significant factor in navigational safety. The daily ice edge is analyzed by sea ice experts using multiple sources of near real time satellite data, derived satellite products, buoy data, weather, and analyst interpretation of current sea ice conditions. The product is a current depiction of the location of the ice edge vice a satellite derived ice edge product.

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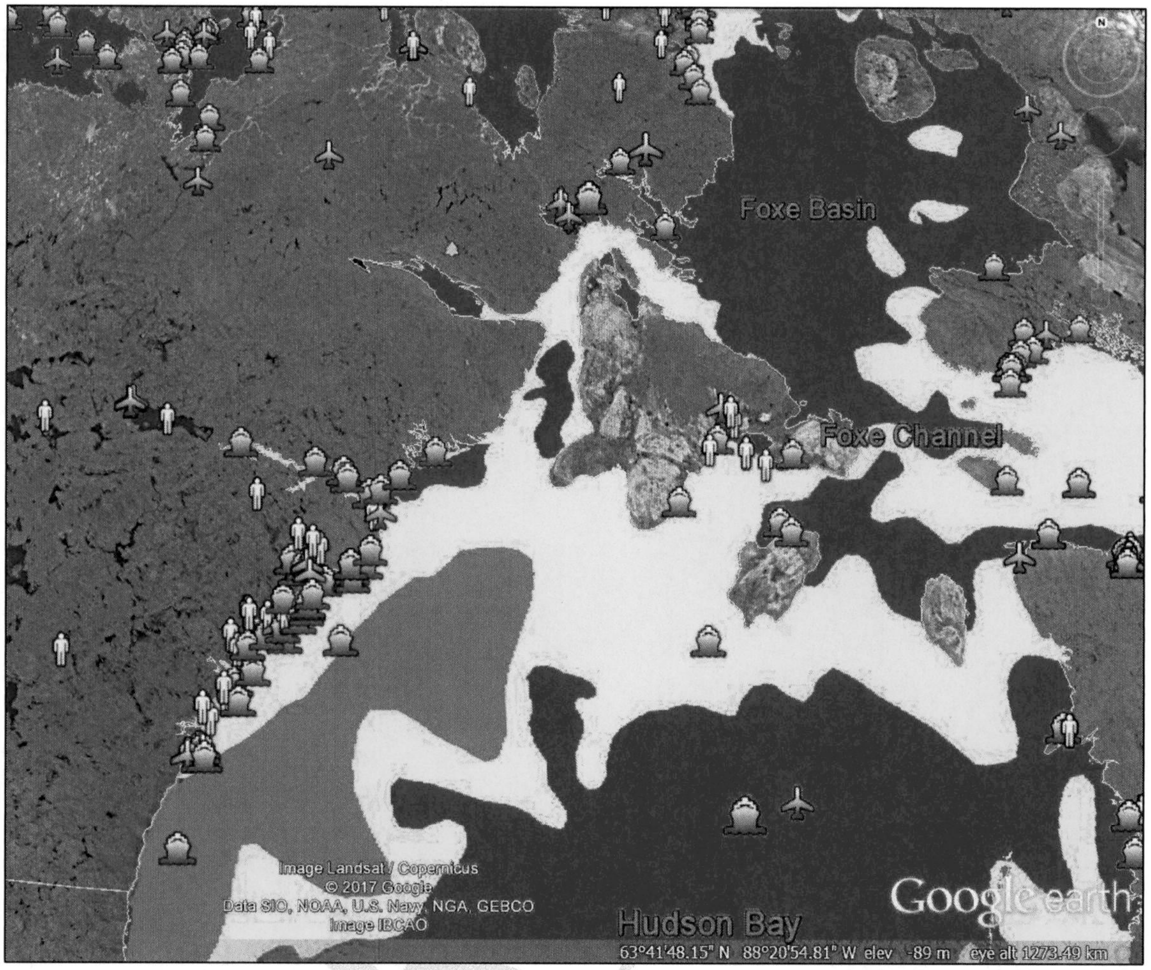


Figure 3. Sea ice concentration in Rankin Inlet for July 1 for both 2014 and 2015 overlain on each other.

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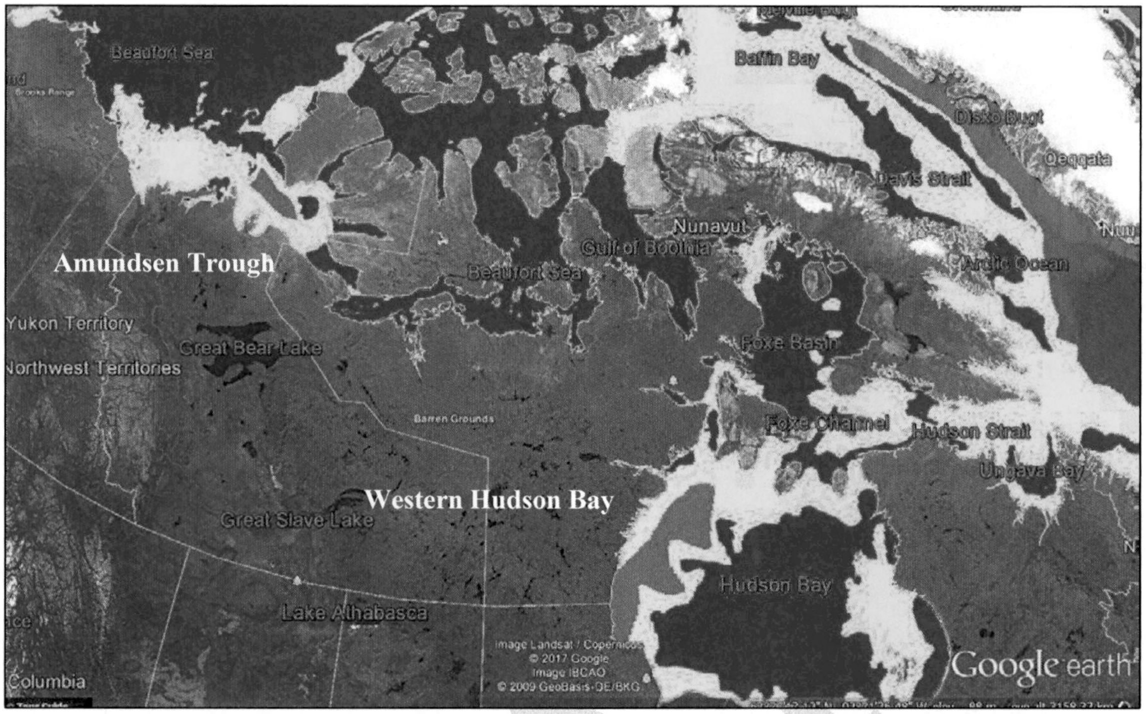


Figure 4. Sea ice concentration in Canadian Arctic for July 1 for both 2014 and 2015 overlain on each other. It is apparent that the only open water is in Western Hudson Bay and in the Amundsen Trough.

Similarly, examining the duration of the operating season, you will find extended ice-free conditions in the Rankin Inlet area, which are suitable for the operation of an Inshore Rescue Boat.

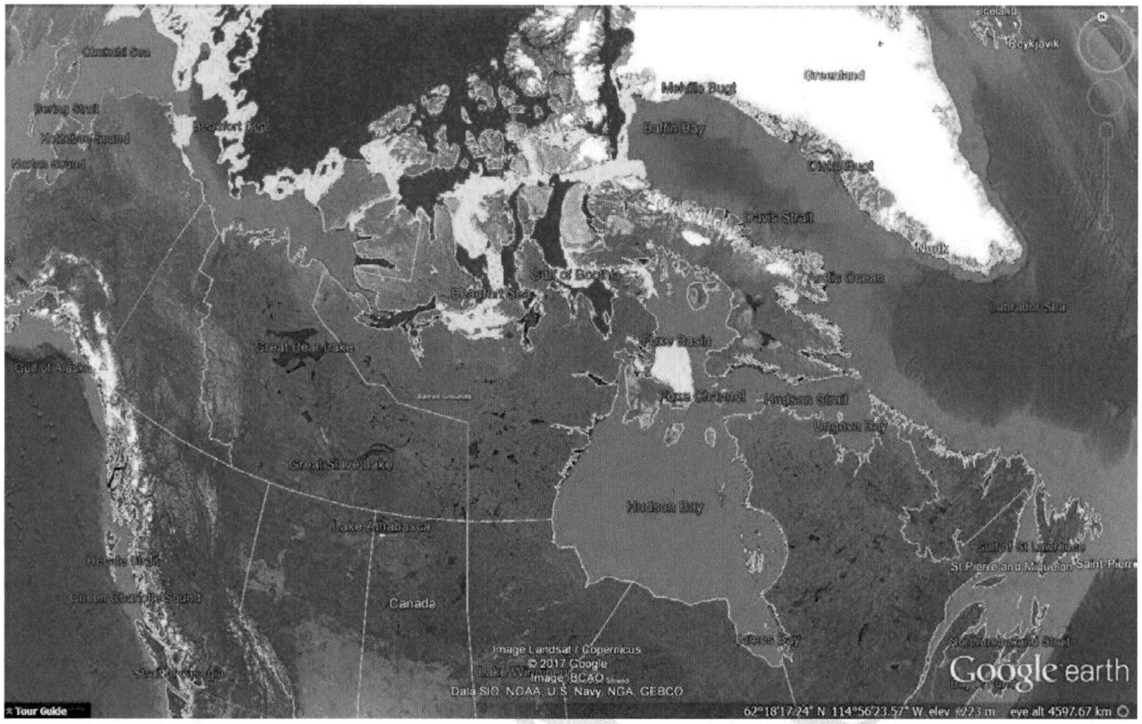


Figure 5 Sea ice concentration in Canadian Arctic for September 30 (or October 1) for 2010-2016 overlain on each other. It is apparent that most of the open water at this time is found in Hudson Bay and in the Beaufort Sea.

Examining community infrastructure, Rankin Inlet is a regional transportation hub with multiple daily flight connections to other communities. It receives two B737-400C cargo planes per day from Winnipeg, which ensures that any urgent material needed shipping to the station can arrive in a timely manner (i.e., engine or electronics parts or tools). The image below depicts the fact that Rankin Inlet is a regional transportation hub – which is attractive from a transportation and logistics perspective.

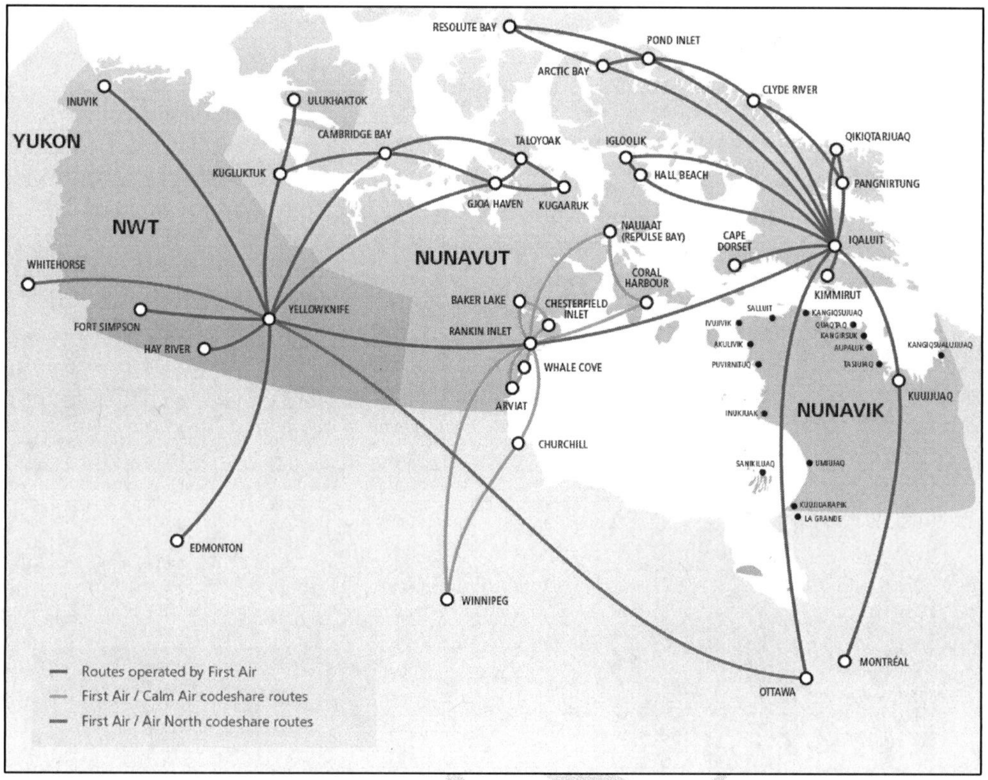


Figure 6. Northern airlines routing map demonstrating the regional connections through Rankin Inlet.

Finally, the Agnico Eagle company recently announced a $1.2B expansion of their operations in the Kivalliq region, including the construction of a new mine in Rankin Inlet, to complement the existing mine. Proposed upgrades to the infrastructure in Rankin Inlet would include a laydown area and a tank farm with a capacity of up to 100 million litres. This will increase the level of commercial vessel activity in the Western Hudson Bay region

A Quote:

"This year, thanks to the announced construction of the two new mines, [Jack] Watt said the terminal is preparing to handle more than 100,000 metric tonnes of Agnico Eagle cargo, 11 vessels, 6,500 trucks, 250 vehicles, and 4,500 containers. Every box and piece of Agnico Eagle cargo is equipped with barcode stickers that are scanned and segmented into containers at Bécancour, so the mining company's clerks can track and control incoming inventory." – Arctic Shipping Article in Canadian Sailings (March 6, 2017)

The Shipping Management plan and Marine Environmental Management Plan for the Agnico Eagle Meliadine expansion project is included below. There are a number of major (or hazardous) risks, even after mitigation.

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ANNEX: Expanded SAR Case Profile: 2007 – 2016.

Expected AOR of the IRB unit includes the identified box on page 2 (approx. 120nm)

Air – 15; Marine – 36; Humanitarian – 14; Unknown – 1

Year	Final Classification	Incident Type	Craft Type	Craft Subtype	Action Taken
2016	M3	Stranded	**Pleasure**	Motor Craft	Towed
	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Search
	M4	Other	**Pleasure**	Motor Craft	Investigation
2015	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Search
	H1	Missing Person(s)	**None/Not Applicable**	Missing Person	Rescue
	A4	Other	**Air (Commercial)**	Single Engine Aircraft	Investigation
	M3	Other	**Hunting**	Canoe	Search
2014	M4	Other	**Pleasure**	Motor Craft	Communication
	A4	False Alarm	**Air (Commercial)**	Multi-Engine Aircraft	Investigation
2013	A1	Crash	**Air (Commercial)**	Single Engine Aircraft	Rescue
	M1	Stranded	**Hunting**	Open Boat	Rescue
	H3	Stranded	**None/Not Applicable**	Assist Police	Monitoring
	A4	False Alarm	**Air (Commercial)**	Multi-Engine Aircraft	Investigation
	A4	False Alarm	**Air (Commercial)**	Helicopter	Communication
				Multi-Engine Aircraft	Investigation
	M3	Other	**Hunting**	Canoe	Investigation
	M3	Disabled	**Hunting**	Motor Craft	Towed
2012	M3	Disabled	**Pleasure**	Motor Craft	Communication
	M4	Other	**Hunting**	Motor Craft	Search
	M2	Other	**Hunting**	Motor Craft	Search
	M3	Disabled	**Pleasure**	Motor Craft	Towed
	M3	Disabled	**Pleasure**	Motor Craft	Monitoring
	M3	Other	**Unknown**	Motor Craft	Towed
	M2	Other	**Unknown**	Motor Craft	Search
	M3	Disabled	**Pleasure**	Motor Craft	Search
	M2	Stranded	**Hunting**	Motor Craft	Monitoring
	M3	Disabled	**Pleasure**	Motor Craft	Towed
	M3	Other	**Hunting**	Motor Craft	Communication
	M3	Other	**Hunting**	Motor Craft	Search
	M4	Other	**Marine Transportation**	Tanker	Investigation

…/12

Year	Final Classification	Incident Type	Craft Type	Craft Subtype	Action Taken
2011	M3	Disabled	**Hunting**	Canoe	Towed
	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Search
	M3	Disabled	**Pleasure**	Motor Craft	Monitoring
	M4	False Alarm	**Pleasure**	Motor Craft	Investigation
	M3	Other	**Hunting**	Canoe	Search
	M3	Disabled	**Hunting**	Open Boat	Resupply
	M3	Missing Person(s)	**Hunting**	Motor Craft	Search
2010	H3	Stranded	**None/Not Applicable**	PLB Search	Search
	A4	False Alarm	**Air (Commercial)**	Multi-Engine Aircraft	Investigation
	H3	Disabled	**None/Not Applicable**	PLB Search	Monitoring
	M1P	Medical	**Hunting**	Motor Craft	None
	A1P	Crash	**Air (Commercial)**	Multi-Engine Aircraft	None
	M3	Stranded	**Pleasure**	Open Boat	Search
	H3	Disabled	**None/Not Applicable**	PLB Search	Monitoring
	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Search
	M3	Missing Person(s)	**Hunting**	Open Boat	Search
2009	M3	Disabled	**Pleasure**	Motor Craft	Communication
	M2	Disabled	**Pleasure**	Canoe	Search
	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Investigation
	H2	Missing Person(s)	**None/Not Applicable**	Missing Person	Search
	M3	Other	**Pleasure**	Open Boat	Communication
	A3	Airborne Emergency	**Air (Commercial)**	Multi-Engine Aircraft	Monitoring
	H2	Disabled	**None/Not Applicable**	Missing Person	Monitoring
	A4	False Alarm	**Air (Private/Pleasure)**	Single Engine Aircraft	Investigation
	M1	Medical	**Marine Transportation**	Tanker	Evacuation
	M3	Disabled	**Pleasure**	Motor Craft	Communication
2008	H2	Stranded	**None/Not Applicable**	PLB Search	Investigation
	H3	Disabled	**None/Not Applicable**	Missing Person	Monitoring
	A4	False Alarm	**Unknown**	Multi-Engine Aircraft	Investigation
	A4	False Alarm	**Air (Commercial)**	Multi-Engine Aircraft	Investigation

…/13

Year	Final Classification	Incident Type	Craft Type	Craft Subtype	Action Taken
	H3	Missing Person(s)	**None/Not Applicable**	Missing Person	Other
	H4	Other	**Hunting**	Motor Craft	Investigation
	H3	Disoriented	**None/Not Applicable**	Missing Person	Monitoring
2007	**M4**	False Alarm	**Marine Transportation**	Tug	Communication
	A3	Forced Landing	**Air (Commercial)**	Single Engine Aircraft	Monitoring
	M3	Other	**Pleasure**	Motor Craft	Communication

APPENDIX C • RISK ANALYSIS OF MARINE TRANSPORTATION ROUTES

The approach used for the risk assessment draws on that of Areva for the Kiggavik Project[21].

A hazard is a condition with the potential to cause personal injury or death, property damage, environmental harm, or loss of service. Hazard severity along shipping and tug-barge routes can range from catastrophic resulting in fatalities and/or loss of the ship to minor where the incident does not significantly reduce ship safety and where mitigation measures are well within the crew's capabilities. A complete range of hazard severity is presented below in Table C-1.

Table C-1 Hazard Severity for Ship and Tug with Barge Routes

Hazard Severity and Rating Value	Definition
Catastrophic (Value 4)	Results in multiple fatalities and/or loss of the ship, tug or barge.
Hazardous (Value 3)	Reduces the capability of the ship or its operator's ability to cope with adverse conditions to the extent that there would be: • Large reduction in safety margin or functional capability; • Crew physical distress/excessive workload such that operators cannot be relied upon to perform required tasks accurately or completely; • Serious injuries to a small number of the crew; and • Possible fatality of one or more of the crew.
Major (Value 2)	Reduces the capability of the ship or its operators to cope with adverse operating conditions to the extent that there would be: • Significant reduction in safety margin or functional capability; • Significant increase in operator workload; • Conditions impairing operator efficiency or creating significant discomfort; • Physical distress to crew, including injuries; and • Major environmental damage, and/or major property damage.
Minor (Value 1)	Does not significantly reduce ship safety. Actions required by operators are well within their capabilities. Include: • Slight reduction in safety margin or functional capabilities; • Slight increase in workload such as routine ship navigation plan changes; • Some physical discomfort to the crew; and • Minor occupational illness and/or minor environmental damage, and/or minor property damage.

Likelihood ranges from probable where the incident is anticipated to occur one or more times in shipping and barge movements over the life of the Project, to extremely improbable where it is not anticipated to occur during the entire life-of-mine for the Project to any of the ships, tugs and barges contracted to AEM. Table C-2 provides a complete range of likelihoods.

[21] Areva. 2011. Kiggavik Project, Environmental Impact Statement, Marine Transportation, Tier 3 Technical Appendix 2J.

Table C-2 Likelihood of Mishap along Ship and Tug-Barge Routes

Likelihood and Rating Value	Definition
Probable (Value 4)	Qualitative: Anticipated to occur one or more times in ship or tug-barge operations over the life of the Project. Quantitative: Probability of occurrence per operational hour is greater than $1x10^{-5}$.
Remote (Value 3)	Qualitative: Unlikely to occur to each ship or tug-barge during its contract with the mine. May occur several times in the life of all ships and tankers for the life of the Project. Quantitative: Probability of occurrence per operational hour is less than $1x10^{-5}$ but greater than $1x10^{-7}$.
Extremely Remote (Value 2)	Qualitative: Not anticipated to occur to each ship or tug-barge while it is contracted by AEM during the life of the Project. May occur a few times in the life-of-mine to the ships and tankers contracted to AEM. Quantitative: Probability of occurrence per operational hour is less than $1x10^{-7}$ but greater than $1x10^{-9}$.
Extremely Improbable (Value 1)	Qualitative: So unlikely that it is not anticipated to occur during the entire life-of-mine for the Project to any of the ships and tankers contracted to AEM. Quantitative: Probability of occurrence per operational hour is less than $1x10^{-9}$.

The hazard severity value is multiplied by the likelihood value to determine the risk level. Table C-3 outlines the risk levels outcomes, which range from negligible to catastrophic.

Table C-3 Risk Levels

Severity and Value		Likelihood			
		Extremely Improbable	Extremely Remote	Remote	Probable
		1	2	3	4
Minor	1	1	2	3	4
Major	2	2	4	6	8
Hazardous	3	3	6	9	12
Catastrophic	4	4	8	12	16

Risk Levels 1-2 represent a negligible to low level of hazard to shipping. It does not significantly reduce the safety of the ship or tug-barge. Actions required by the ship's or tug's crew are well within their capabilities to avoid harm to the vessel, the crew and the environment.

Risk Levels 3-4 represent low to major risk. There is a significant reduction in the safety margin or functional capability of the ship or tug-barge. A great effort on the part of the crew will be required to avoid damage to the ship, major environmental effects and/or injuries to the crew.

Risk Levels 6-9 represent major to hazardous risk. The ship's or tug-barge's crew will have difficulty in coping with the adverse conditions to the extent the ship or tug barge will have a large reduction in its safety margin or functional capability, which could lead to serious injury to the crew and possible environmental harm.

Risk Levels 12-16 represent hazardous to catastrophic risk and is to be avoided. There could be fatalities, loss of the vessel, and/or major environmental harm.

Table C-4 Preliminary Risk Analysis of Tug-Barge and Ship Marine Routes

Preliminary Risk Analysis of Tug-Barge and Ship Marine Routes							
	Before Controls				After Mitigation		
Hazard	Severity	Likelihood	Risk Level	Mitigation Measures	Severity	Likelihood	Residual Risk
Tug-barge or ship runs aground	3	3	9	• Use electronic navigation aids; • Remain in shipping lanes; • Buoys within the near-shore islands; • Monitor adherence to standard operating procedures; and • One way traffic only in the access passage to Melvin Bay and Itivia harbour.	3	2	6
Loss of or damage to sea cans in heavy seas	2	3	6	• Lock sea cans to the deck; • Use appropriate stacking height for voyage; and • Slow tug tow speed in heavy seas.	2	2	4
Tug-barge or ship has mechanical failure	2	3	6	• Regular preventative maintenance schedule; • Maintain an inventory of critical parts on board; and • Have redundant critical systems.	2	2	4
Barge tow line breaks	2	3	6	• Have redundant tow line for safety purposes; and • Slow tow speed in heavy seas.	2	2	4
Collision or grounding of tugs between mooring location of large ships and Itivia harbour	3	4	12	• One way traffic only in the access passage to Melvin Bay and Itivia harbour; • Install Automatic Identification System on all tugs; and • Tugs proceed at a slower speed during low visibility periods.	3	2	6
Tug-barge or ship collides with a small boat from Rankin Inlet	2	3	9	• Education of public on use of shipping lanes; • Make public aware of incoming ships and tug-barge traffic in Melvin Bay; • Tugs-barge and ships proceed at a slow speed in periods of low visibility; and • Tug-barge and ships use horn in periods of heavy fog.	2	2	4
Tug-barge or ship sinks upon hitting ice	4	3	12	• Shipping is scheduled for open water; • Sail around ice; and • Slow vessel speed to avoid damage.	3	2	6

APPENDIX D • MARINE ENVIRONMENTAL MANAGEMENT PLAN (MEMP)

August 10, 2016

MARINE ENVIRONMENTAL MANAGEMENT PLAN (MEMP)

Appendix D

Submitted to:
Agnico Eagle Mines Limited
10200, Route de Preissac
Rouyn-Noranda QC
Stephane Robert, Manager Regulatory Affairs

REPORT

Report Number: Doc 552-1535029
Distribution:

1 copy - Agnico Eagle Mines Limited
2 copies - Golder Associates Ltd.

Golder Associates

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FIGURES

ATTACHMENTS

Acronyms

Agnico Eagle	Agnico Eagle Mines Limited
BTEX/VPH	benzene,toluene,ethylbenzene,o-xylene,m-xylene,p-xylene/Volatile Petroleum Hydrocarbons
CCG	Canadian Coast Guard
CWS	Canadian Wildlife Service
DFO	Fisheries and Oceans Canada
EC	Environment Canada
ERT	Emergency Response Team
EPH	Extractable Petroleum Hydrocarbon
IQ	Inuit Qaujimajatuqangit
MEMP	Marine Environmental Management Plan
MMSO	Marine Mammal and Seabird Observer
PAHs (parent)	Polyaromatic Hydrocarbons
QEP	Qualified Environmental Professional
RSA	Regional Study Area
SOPEP	Shipboard Oil Pollution Emergency Plan
TOC	Total Organic Carbon
TK	Traditional Knowledge
UTM	Universal Transverse Mercator
VOCs	Volatile Organic Compounds

1.0 INTRODUCTION

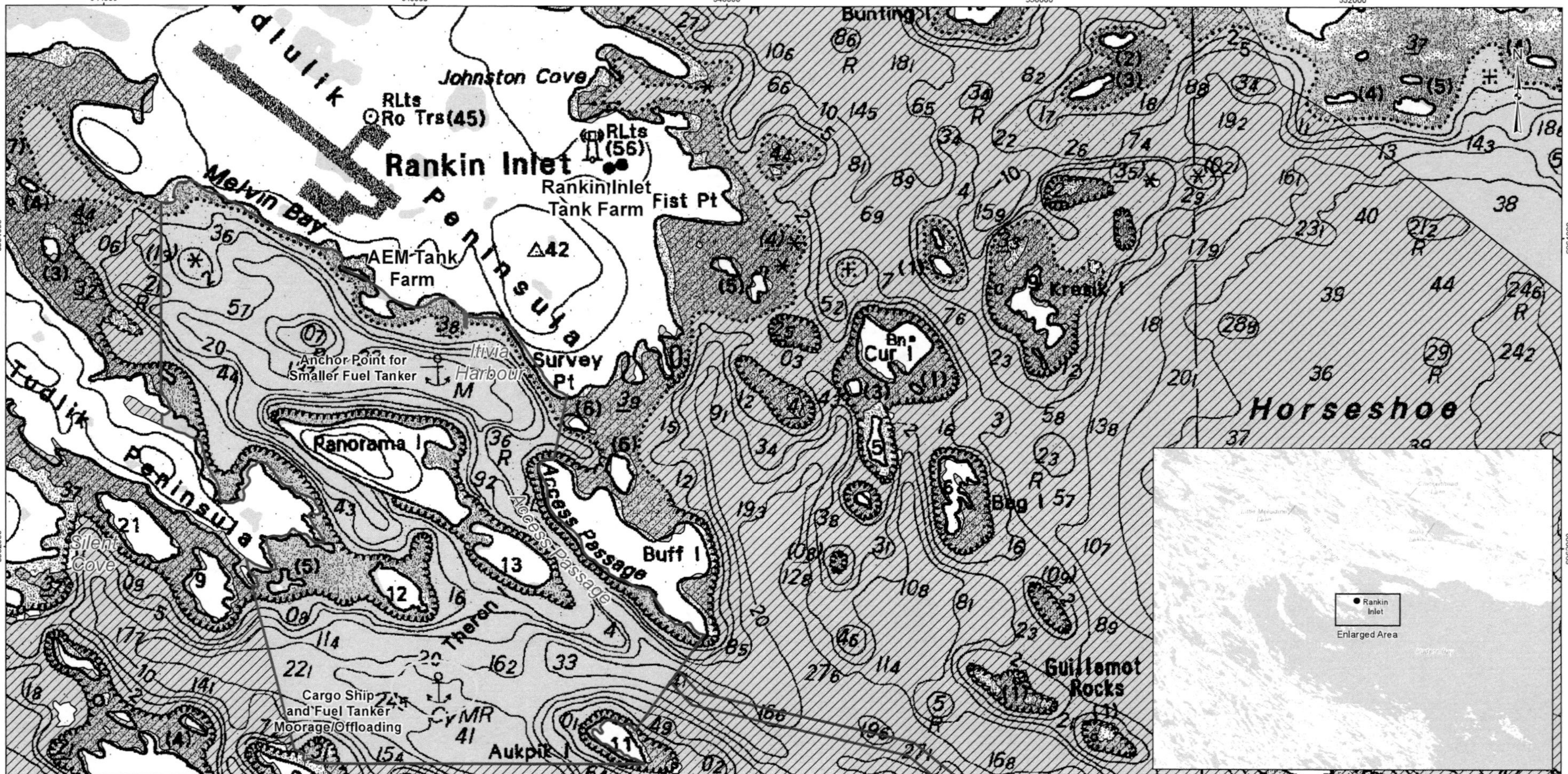
Agnico Eagle Mines Limited (Agnico Eagle) plans to ship approximately 40,000 tonnes of dry cargo (equipment and supplies) and 122 million litres of diesel fuel annually for the operations of the Meliadine Gold Mine Project in Rankin Inlet, Nunavut (the Project). To meet these needs, a total of 4 to 6 vessels and 4 to 6 tankers will be required to deliver dry goods and diesel fuel annually for the Project. All shipping will be carried out during the open water season (typically from early August to late October) and will follow established shipping lanes that are presently in use for the annual sea lift to Rankin Inlet and other communities (Figure D-1 and Figure D-2). The Project will not involve any ice breaking to extend the shipping season. This Marine Environmental Management Plan (MEMP) has been developed for the Project to meet the Terms and Conditions of the Project Certificate related to shipping activities and potential marine spills. It should be considered a living document that can be updated throughout the Project lifecycle in order to implement adaptive management techniques. Updates shall be made in consultation with the relevant regulatory agencies (e.g., DFO, CWS, and the Government of Nunavut) as appropriate.

The MEMP has been designed to provide protocols for conducting a vessel-based Marine Mammal and Seabird Observer (MMSO) program during all routine shipping activities in the Local and Regional Study Area (LSA and RSA) and for conducting monitoring of marine wildlife and their habitats (wildlife defined as mammals, fish, and birds - including upland birds, migratory birds, waterbirds, raptors, and seabirds) in the event of any Project-related fuel spill in the RSA.

During routine shipping operations, Project-specific mitigation measures designed to minimize Project impacts on marine mammals and seabirds will be initiated by vessel-based MMSOs and implemented by the ship's crew. In the event of a spill, the shipping contractor will be responsible for retaining a qualified environmental professional (QEP)[1] to implement the wildlife monitoring framework described below. The MMSO will work with the QEP to provide on-site information as required.

Data collected by the MMSOs will also provide information to the Government of Nunavut and other applicable regulators (e.g., Canadian Wildlife Service) regarding the location, behaviour, abundance, and species observed as well as any interactions with Project vessels during shipping activities in the RSA. The MMSO program will also provide an opportunity for Kivalliq community members (including local hunters) to engage as MMSOs for the Project.

[1] An applied scientist or technologist who is registered and in good standing with an appropriate professional organization constituted under an Act. The QEP must be acting under that association's code of ethics, and subject to the organization's disciplinary action. The QEP should have experience in the area of interested. In this case the area of interest includes marine spill response monitoring for marine mammals, birds fish and their habitats.



LEGEND

- PROPOSED SPUD BARGE
- MOORAGE AND OFFLOADING
- MARINE REGIONAL STUDY AREA (MARINE RSA)
- MARINE LOCAL STUDY AREA (MARINE LSA)
- BATHYMETRIC DEPTH CONTOUR
- WATERBODY

500 0 500 METRES

REFERENCE

BASE DATA OBTAINED FROM AGNICO EAGLE MINES LIMITED (AEM). BASELINE SAMPLING AND SPUD BARGE OBTAINED FROM NUNAMI STANTEC ON BEHALF OF AGNICO EAGLE MINES LIMITED (AEM). ATLAS OF CANADA DATA OBTAINED FROM © DEPARTMENT OF NATURAL RESOURCES CANADA. ALL RIGHTS RESERVED. NAUTICAL CHART DATA OBTAINED FROM THE CANADIAN HYDROGRAPHIC SERVICE. COUNTRY BACKGROUND DATA OBTAINED FROM ESRI.
DATUM: NAD 83 PROJECTION: UTM ZONE 15

PROJECT: AGNICO EAGLE MINES LIMITED
MELIADINE GOLD PROJECT
NUNAVUT

AGNICO EAGLE

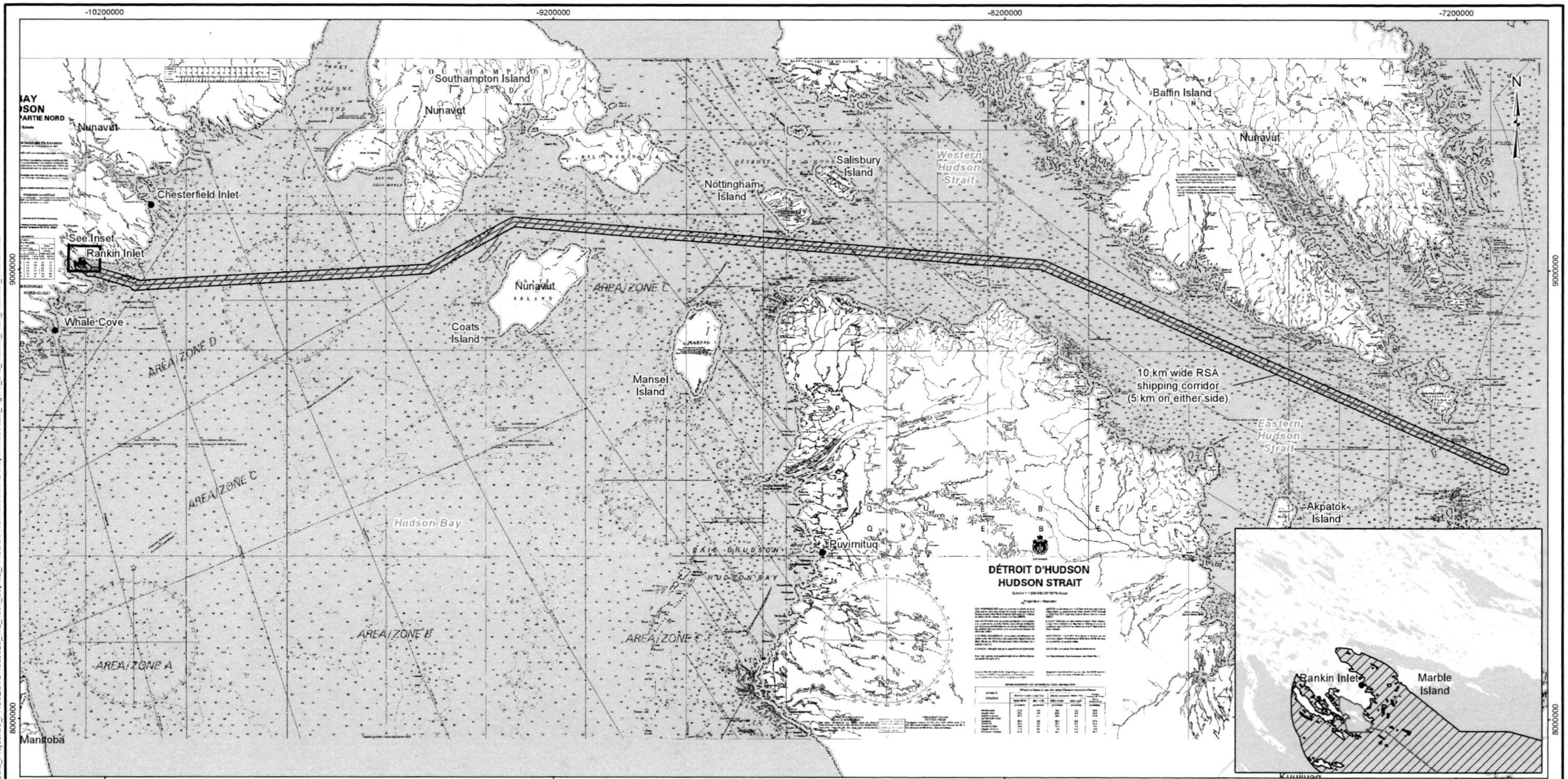
TITLE: **MARINE LOCAL STUDY AREA**

Golder Associates

PROJECT No.		1535029	FILE No.	
DESIGN	AK	25 Jul. 2012	SCALE AS SHOWN	REV. 0
GIS	DSC	25 Jul. 2012		
CHECK	PR	18 Jan. 2013		
REVIEW	DW	18 Jan. 2013		

FIGURE D-1

Y:\burnaby\CAD-GIS\Client\Agnico_Eagle_Mines_Ltd\Meliadine_Gold_Project\99_PROJECTS\1535029_WL_Tech_Sup\02_PRODUCTION\5000\MXD\Report\1535029_Figure_D-1_Marine_LSA_Nautical_Charts.mxd



LEGEND

- MARINE REGIONAL STUDY AREA (MARINE RSA) (SEE INSET)
- MARINE LOCAL STUDY AREA (MARINE LSA)
- COMMUNITY
- WATERBODY

200 0 200
KILOMETRES

REFERENCE

BASE DATA OBTAINED FROM AGNICO EAGLE MINES LIMITED (AEM).
CANVEC DATA OBTAINED FROM © DEPARTMENT OF NATURAL RESOURCES CANADA. ALL RIGHTS RESERVED.
NAUTICAL CHART DATA OBTAINED FROM THE CANADIAN HYDROGRAPHIC SERVICE. PROVINCIAL DATA OBTAINED FROM ESRI.
DATUM: WGS 84 PROJECTION: WORLD MERCATOR

PROJECT: AGNICO EAGLE MINES LIMITED
MELIADINE GOLD PROJECT
NUNAVUT

AGNICO EAGLE

TITLE: **MARINE REGIONAL STUDY AREA**

Golder Associates

PROJECT NO.		1535029	FILE No.	
DESIGN	AK	16 Jul. 2012	SCALE AS SHOWN	REV. 0
GIS	DSC	18 Jul. 2012		
CHECK	PR	18 Jan. 2013	**FIGURE D-2**	
REVIEW	DW	18 Jan. 2013		

Y:\burnaby\CAD-GIS\Client\Agnico_Eagle_Mines_Ltd\Meliadine_Gold_Project\99_PROJECTS\1535029_WL_Tech_Sup\02_PRODUCTION\5000\MXD\Report\1535029_Figure_D-2_Marine_RSA_Nautical_Charts.mxd

2.0 MARINE MAMMAL AND SEABIRD OBSERVER PROGRAM

2.1 Routine Shipping Operations

This section outlines the protocol for undertaking a vessel-based Marine Mammal and Seabird Observer (MMSO) program involving full-time marine wildlife monitoring during all routine shipping activities in the LSA and RSA (Figure D-1 and Figure D-2) in accordance with Project Certificate Condition 82, which states the following:

"The Proponent shall require all contracted shipping companies to provide full-time marine wildlife monitoring using trained observers and established data collection and recording protocols. Monitoring plans should include provisions for all Species at Risk Act (SARA) and for the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) listed species (birds and mammals)."

2.1.1 Observer Qualifications and Training

Appropriately qualified members of the Kivalliq communities (including local hunters) will be selected to undergo MMSO training in order to actively participate as trained onboard observers during all routine shipping activities in the LSA and RSA. Previous wildlife observation field experience will be considered an asset during the MMSO selection process. The training session(s) will be conducted by qualified/certified marine wildlife observers with previous arctic wildlife monitoring experience.

Primary objectives of the training will include:

- Role and responsibilities of MMSOs;
- Review of the Project MEMP including Project mitigation measures;
- Health, Safety, and Environment;
- Review of marine mammal and seabird (including upland birds (including migratory birds), waterbirds, raptors, as well as seabirds) observation, identification, and distance estimation methods;
- Review of operation of MMSO equipment (reticle binoculars, GPS system);
- Distances estimation techniques for various scenarios (reticle binoculars, no horizon);
- Review of, and classroom practice with, data recording and data entry; and
- Reporting templates and requirements.

2.1.2 Program Protocol

Mitigation measures outlined in Section 4.2 of the Shipping Management Plan will be implemented during all Project shipping activities by the shipping contractor(s). MMSOs will not be directly responsible for implementing mitigation measures. The role of the MMSO is to record and report on marine mammals and seabird sightings during shipping activities, and to advise the contractor (i.e., captain and ship crew) on the location of observed marine mammals and if any action is recommended based on mitigation measures outlined in the Shipping Management Plan.

The following protocol will be implemented during the MMSO program:

- A minimum of one trained MMSO will be present on-board the Project shipping vessels during all transits within the RSA;
- The MMSO will conduct marine mammal and seabirds observations from the bridge during daylight hours;
- The MMSO will observe and record sightings of marine mammals and birds during vessel movements (including upland birds, migratory birds, waterbirds, raptors, and seabirds) as well as environmental conditions;
- A communication plan will be established between the MMSO(s) and the ship's crew in order to provide information regarding marine mammal and seabird sightings;
- The shipping contractor will initiate mitigation measures designed to minimize Project impacts on marine mammals and seabirds, as identified in the Shipping Management Plan; and
- MMSOs will assist in observing for marine mammals and seabirds in the event of a spill (see Section 2.2).

The MMSO program will allow for the opportunity of adaptive management techniques to be implemented if monitoring identifies potential for adverse effects on marine wildlife along the shipping route. This may include modification of mitigation measures in response to new information arising from the monitoring carried out by the MMSO, vessel crew and from Inuit Qaujimajatuqangit (IQ) and Traditional Knowledge (TK) provided through the MMSO program. Adaptive management will be conducted in consultation with the Kivalliq Inuit Association, the Hunters and Trappers Organizations of the Kivalliq communities, and the relevant regulators.

2.1.3 Data Collection

MMSOs will record data on all marine mammal and seabird sightings and any responsive actions undertaken by the vessel crew in response to sightings (e.g., reducing vessel speeds). Data to be collected by the MMSOs will include:

- Summary of marine mammal and seabird observations (sightings and number of individuals) including location, behaviour, date and time;
- Summary of environmental conditions (weather, sea state, etc.);
- Description of any vessel mitigation implemented (e.g., reduction in speeds, evasive maneuvers etc.); and
- Record of any vessel-animal collision (marine mammal or seabird) including the following information:
  - date, time, spatial coordinates;
  - wind speed and direction, visibility, precipitation, sea state;
  - number of animals found dead or injured on the deck (seabirds) and on the water (seabirds or marine mammals); and
  - if search lights or vessel lighting sources were active at the time of collision.

An example of a data sighting record for wildlife sightings is provided in Attachment A. This information will be summarized in a daily report by the MMSO. All records of vessel strikes on marine mammals and bird collisions will be provided to Fisheries and Oceans Canada (DFO) and the Canadian Wildlife Service (CWS) on a weekly basis, as vessel communications allow (i.e., as internet connections allow). Immediate reporting will be required in the event that a ship strike occurs on a marine mammal, or multiple bird collisions occur (involving more than five individuals) and the incidents appear related (i.e., similar time period, location, and weather conditions). In this instance, the regional Environment Canada (EC) Wildlife Enforcement Officer (contact information provided below) will be contacted to provide advice on the implementation of adaptive management techniques (see Merkel and Johansen 2011) to attempt to reduce the likelihood of collisions occurring in the future.

2.2 Spill Scenario

This section outlines the protocol for undertaking wildlife monitoring in the event of a major fuel spill in the LSA and RSA in accordance with Project Certificate Condition 64, which states the following:

"*The Proponent shall develop a framework for monitoring of marine bird species and their habitat in the event of a major marine fuel spill. Specific details regarding the scope of follow-up monitoring may be further refined if and when such an event were to occur.*"

There are three potential scenarios during Project shipping operations when a fuel spill could occur:

1) During shipping activities;
2) During ship-to-ship fuel transfer; or
3) During ship-to-shore transfer of fuel.

A spill risk assessment (SD8-1: Appendix E) was conducted at 14 sites along the shipping route to better understand how a potential fuel spill would behave over time within the RSA.

In the event of a fuel spill, the following wildlife monitoring framework will be implemented. It will be the responsibility of the shipping contractor(s) to employ a qualified environmental professional (QEP) to implement this framework in the event of an incident and will be a requirement of the shipping contract. It is recommended that a QEP be retained under contract on a stand-by basis during the shipping season to be able to respond to a spill in a timely fashion.

Not all spill scenarios will require the implementation of all aspects of this framework (i.e., a small spill contained close to the vessel will not require the same level of monitoring as a larger spill). It is the responsibility of the QEP, in consultation with the relevant regulators, to determine what aspects of the framework should be implemented.

The monitoring framework outlined below is intended to be a 'living document' which provides an opportunity for adaptive management techniques to be implemented throughout an event. The objective of the framework is to provide a strategy for the coordination of marine wildlife monitoring in order to minimize potential effects as a result of an incident. The framework should be amended as new information becomes available (e.g., changes to the

extent of a spill) and should ultimately address both potential acute effects to wildlife and their habitats as well as potential long term chronic effects.

There is an opportunity to involve local communities and hunters, other organizations, institutions, government departments and/or individual researchers during the initial response phase and the follow-up phase during an incident. These opportunities include, but are not limited to:

- Providing information regarding sensitive resources in the area;
- Assisting in collecting baseline sediment and water quality samples;
- Assisting with wildlife surveys;
- Collecting wildlife who have come into contact with the spill;
- Providing information regarding the extent and direction of a spill; and
- Assisting with on-going wildlife monitoring.

The involvement of these organizations in the wildlife monitoring framework should be coordinated by the QEP as well as the vessel response team (to be identified in Shipboard Oil Pollution Emergency Plan (SOPEP) or Agnico Eagle's Emergency Response Team (ERT) depending on who is taking on coordination of the clean-up efforts (See section 2.0 of the Shipping Management Plan).

Monitoring during a spill event is divided into two phases, an 'Initial Response Phase' and a 'Follow-up Phase'.

2.2.1 Initial Response Phase

The initial response phase addresses the management of anticipated acute effects of the spill on marine wildlife and their habitats. The framework for the initial response phase should be managed and updated to incorporate new information as it becomes available.

Within 24 hours of an incident, the following marine wildlife monitoring objectives should be achieved:

- Identify a QEP to coordinate the wildlife monitoring framework; and
- Set-up of a 24 hour communication line and provide contact information to the community where local community members and other interested parties can call-in to report fouled or at-risk wildlife sightings.

2.2.1.1 Surveys and Sampling

2.2.1.1.1 Marine Wildlife

During the initial phases of a spill, all wildlife observed in direct contact with the fuel spill or present in the vicinity of the spill will be recorded in a wildlife sightings record (see example in Table D-1). Encounters may be called in by local community members, other vessels, MMSO(s) onboard Project vessel(s), or by the spill response teams themselves. If possible, the QEP or suitable designate will conduct an initial survey of the affected area to record

all species occurrences as soon as possible following a spill. This may be via ground, small support vessel or by aircraft and if possible, should be continued on a daily basis until the spill is contained. Aerial surveys can assist the focus of ground surveys, depending on the extent of a spill. The purpose of these surveys is to identify wildlife resources at risk within the vicinity of the spill and develop appropriate management strategies for minimizing risk and/or impacts to these resources. Resources to be identified during the surveys include presence of pelagic birds, waterfowl, marine mammals, and sensitive fish and wildlife habitat.

In the event that a spill reaches landfall, an intertidal community structure survey should be completed in affected areas and at suitable reference locations in the region. The intertidal surveys should involve intertidal quadrat-based transect sampling and should be conducted in accordance with DFOs marine habitat assessment guidelines as outlined in Attachment C.

Table D-1: Example of a Wildlife Sightings Record in the Event of a Spill

Common Name	Number of Individuals	Date/Time	Location (GPS location if possible in UTM)	Behaviour	Condition of Animal*	Photos**
MAMMALS						
BIRDS						
FISH						

Notes: * - note if the animal has been in contact will the spill or not, if individuals have been observed moving towards the spill, or if the animal is dead.

** Photos should be attached when possible

2.2.1.1.2 Marine Habitats and Benthic Communities

Marine water, surficial sediment, and benthic invertebrate tissue samples should be collected in the affected area(s) as soon as practical to establish baseline and initial spill conditions for water, sediment and tissue quality at the time of the spill. Samples should be collected from a near field to far field direction and should start as close to the spill as possible. The sampling plan should be evaluated on an on-going basis during the initial response phase to determine if the sampling intensity is appropriate relative to the nature of the spill (e.g., additional sampling sites may be required if the trajectory of the fuel spill changes).

Standard sample collection and environmental effects monitoring methods and analytical requirements implemented during fuel spills are provided in Table D-2. Ultimately, monitoring requirements will be at the discretion of the applicable regulators (e.g., EC-CWS and DFO).

Table D-2: Example of Sampling Methods and Analytical Requirements

Parameter	Location	Collection Methods	Laboratory Analyses
Water	Sites should be distributed from a near field to far field direction. Locations as close as possible to the perimeter of the spill should be collected first.	*In situ* measurement of pH, conductivity, salinity, temperature and turbidity throughout the water column. One sample should be collected at each site with a grab sampler (e.g., a Niskin bottle or Kemmerer). *In situ* and water samples should be collected at the surface, mid-water and deep water.	• BTEX/VPH • EPH • VOCs • PAHs (parent) • Total and Dissolved Metals (including mercury) • TOC • Major ions • General parameters
Sediment	Sites should be distributed from a near field to far field direction. Locations as close as possible to the perimeter of the spill should be collected first.	Five replicates collected at each shore site where sediments are sand-sized (e.g., less than approximately 2.0 mm) or finer. For shoreline areas, samples collected with a grab sampler (e.g., Ponar) at high tide, or a stainless steel spoon and bowl at low tide, with replicates randomly distributed within the sample area. For each station, samples should be collected at high and mid to low intertidal zone. For deepwater stations, one surface sediment sample should be collected.	• BTEX/VPH • EPH • VOCs • PAHs (parent) • Metals (including mercury) • TOC • Grain size distribution
Tissue – Requires a DFO scientific fish collection permit	Sites should be distributed from a near field to far field direction. Locations as close as possible to the perimeter of the spill should be collected first.	Five replicates consisting of a composite of 20 individual bivalves collected randomly at each station where bivalves are present. Bivalves should be shucked and the soft tissues rinsed in with deionized water to remove shell pieces and other debris. Tissue samples will be handled with clean stainless steel instruments (i.e., scalpels), weighed and divided between two certified-clean, laboratory-supplied glass containers with Teflon®-lined lids, which will be then stored in a freezer. The samples will be transported on ice (frozen) to an accredited lab for analysis of parent and alkylated PAHs (following silica-gel cleanup to remove natural polar organic compounds that can cause false positives), metals, lipids and moisture content.	• PAH (parent) after silica-gel clean-up. • Metals • Moisture • Lipids

2.2.1.2 Species and Habitats of Immediate Risk

Marine species and habitats of immediate risk from the spill should be identified in order of priority (see Table D-3). This will depend on a variety of factors including the location of the spill, timing, and prevalent weather conditions. Examples of sensitive habitats of potential immediate risk include fish bearing streams, narwhal congregation

areas, walrus haul-outs, coastal nesting bird sites etc. Specific locations of habitats are important to note. A revised marine baseline report (SD8-1: Appendix B of the Shipping Management Plan) provides the most current information on known sensitive marine resources in the RSA. Figure B-3 of SD8-1: Appendix B – Revised Baseline – Marine Environment outlines the various coastal habitat types in Melvin Bay in the event of a spill within the limits of the harbour.

The above information should be provided by the QEP to the spill response team and others involved in the spill clean-up (e.g., the Canadian Coast Guard) along with recommendations on what environmental resources are of greatest concern to protect. The QEP should also be involved in discussions relating to the implement of mitigation measures to avoid impacts to sensitive resources. Recommendations regarding mitigation from the QEP should be made in consultation with the relevant regulatory agencies (DFO for marine mammals and fish, CWS for marine birds and the Government of Nunavut for polar bears). The CWS provides spill response guidance on what techniques are available to be used during a spill in relation to marine birds (provided in Attachment B), this includes:

- Hazing;
- Dispersing Oil;
- Bird Collection;
- Wildlife Monitoring (as covered by this framework);
- Beached Bird Surveys (as covered by Section 3.2.1.1);
- Drift Blocks; and
- Live Oiled Bird Response (CWS 2012).

Several of these techniques require specific training and permit authorization before implementation. Therefore, prior to initiation of any of these techniques, the CWS should be contacted for input and guidance.

No similar guidance is provided by DFO for dealing with marine mammals in the event of a spill. DFOs Marine Mammal Response Program is responsible for tracking and responding to contaminated animals (DFO 2015). In the event of a major fuel spill in the RSA, DFO should be contacted immediately by the QEP to determine appropriate mitigation techniques to be utilized to limit potential adverse impacts on marine mammals.

Table D-3: Species and Habitats of Immediate Management Concern

Species and/or Habitat	Location*	Comments

Notes: * A general description of the location of the species (e.g., haul-out areas, congregating areas, fish bearing streams etc.) or specific GPS locations (in UTM) if available

2.2.1.3 *Fish and Marine Wildlife Permitting*

Table D-4 provides an overview of permitting requirements that may be required to implement the wildlife monitoring framework in the event of a major fuel spill. The CWS and DFO should be contacted to determine the course of action in relation to the collection of live or dead wildlife during the initial response phase.

Table D-4: Potential Permitting Requirements

Agency	Permit	Required for
CWS	Variance Order to the Migratory Bird Regulations	Required for collection, transportation, holding, treating and hazing of migratory birds (live and dead).
DFO	Fish Collection Permit	Required for the collection of marine species (live or dead).
Government of Nunavut	Scientific Research Permit	May be required for the collection of wildlife in Nunavut (live or dead).

2.2.1.4 *Daily Assessment Objectives in Order of Priority*

Daily assessment objectives should be reviewed each morning and updated as necessary by the QEP. An example of daily assessment objective list is provided below. These objectives will change over the course of an event as the spill is contained and cleaned up.

1) Determine maximum extent of spill area to define hazard zones to marine wildlife and their habitats. The extent of the spill will be in-flux, therefore, seek an update each morning from the spill response team.

2) From the spill origin, travel by boat along the shoreline to search for wildlife or evidence of wildlife.

3) Survey pelagic areas for birds and marine mammals.

4) Document species observations and important habitat areas that may potentially be at risk from spilled product. Bird species observations should detail species, number, behaviour, condition (oiled, not oiled), and location (UTMs). Visual and auditory indications should be used.

5) Conduct marine mammal monitoring; use binoculars to scan for the presence of marine mammals within spill area from on-shore vantage points located at a high location that have good vantage areas. The MMSO(s) can assist with this duty.

6) Update the spill response team and relevant regulators (CWS and DFO) regarding the observations of wildlife.

7) Maintain and monitor the 24 hour wildlife hotline and respond to information gathered.

8) Document impacts to wildlife and habitat, severity of impact, and potential biological implications on a daily and cumulative basis.

9) Implement and maintain wildlife deterrence strategies from oil impacted areas in consultation with the relevant regulatory agency.

2.2.1.5 *Reporting*

Updates to CWS and DFO regarding observations of wildlife should be a daily objective during a major fuel spill event. In addition, all wildlife sightings records (Table D-1) should be provided on a weekly basis to DFO and the CWS by the QEP.

2.2.2 Follow-up Phase

During the initial phase, all resources should be focused on limiting the effects of the spill. The follow-up phase consists of follow-up monitoring that should be executed through a long-term monitoring framework. The objective of this framework is to assess impacts to wildlife resources and their habitats as a result of the spill and any cleanup measures implemented (e.g., dispersants), as well as to measure the success of applied mitigation techniques.

The follow-up monitoring framework should be developed after the completion of the initial phase monitoring. This allows the follow-up monitoring to focus on species and habitats that have been most impacted by the spill. The framework may contain, but will not be limited to:

- Marine bird surveys;
- Coastal nest surveys;
- Marine mammal surveys;
- Fish surveys;
- Sediment quality monitoring; and
- Water quality monitoring.

The follow-up phase framework should be completed in consultation with the relevant regulatory agencies. It should also provide a mechanism to allow for local community members to be involved in monitoring, remediation and reporting efforts.

3.0 SUMMARY

This MEMP outlines the protocol for monitoring of marine mammals and seabirds during routine shipping operations of the Meliadine Gold Mine Project. Project-specific mitigation measures designed to minimize Project impacts on marine mammals and seabirds will be initiated by vessel-based MMSOs and implemented by the ship's crew. The MEMP also provides a framework to monitor for marine wildlife and their habitats in the event of a Project-related spill. An opportunity for inclusion of local community members exists and should be considered an asset when implementing this plan. Communication and consultation with relevant regulatory agencies is essential when attempting to implement adaptive management strategies during routine operations as well as during a spill event.

This plan should be considered a living document that can be updated throughout the Project in order to implement adaptive management techniques.

Report Signature Page

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4.0 REFERENCES

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ATTACHMENT A

Example of Marine Mammal and Seabirds Sightings Record

APPENDIX A
Example of Marine Mammal and Seabirds Sightings Record

Date and Time of Sighting	Vessel Travel Direction and Speed	Weather / Sea State	Re-Sighting? (Y or N)	Sighting Waypoint (Garmin GPS)	Species, Number of Individuals, and Certainty of Identification	Distance to Animal (metres)	Bearing from Bow (Clockface)	Animal Behaviour	Mitigation Required?	Photo Number (if any)

APPENDIX A
Example of Marine Mammal and Seabirds Sightings Record

Species	How Animal Was Spotted	Certainty of ID	Animal Activity
Narwhal Whale	By Eye	Definite	Slow Swimming
Beluga Whale	Reticle Binoculars	Probable	Medium Swimming
Bowhead Whale	Big-eye Binoculars	Possible	Fast Swimming
Atlantic Walrus			
Bearded Seal			Looking - Seals
Ringed Seal			Feeding
Harbour Seal			Flipper Slapping
Hooded Seal			Surfacing
Harp Seal			Resting
Polar Bear			Diving
Killer Whale			Diving (Fluke Visible)
			Splashing
			Surfacing
			Fluking
			Lobtailing
			Bow Riding
			Wake Riding
			Porpoising
			Spyhopping
			Breaching
			Acrobatic
			Startle Response
			Milling
			Unknown

APPENDIX A

Example of Marine Mammal and Seabirds Sightings Record

Species	How Animal Was Spotted	Certainty of ID	Animal Activity
Black guillemot	By Eye	Definite	Feeding
Thick-billed murre	Reticle Binoculars	Probable	Flying
King eider	Big-eye Binoculars	Possible	Resting on Ship
Common eider			Resting on the Sea
Northern fulmar			
Black-legged kittiwake			
Dovekie			
Long-tailed duck			
Canada goose			
Lesser snow goose			
Atlantic Brant			
Glaucous gull			
Herring gull			
Ross's gull			
Ivory gull			
Sabine's gull			
Thayer's gull			
Arctic tern			
Pacific loon			
Red-throated loon			
Common loon			
Black scoter			
Red-breasted merganser			
Red-necked phalarope			
Red phalarope			
Parasitic jaeger			
Long-tailed jaeger			
Pomarine jaeger			
Sandhill crane			
Dunlin			
Semi-palmated sandpiper			
Least sandpiper			
White-rumped sandpiper			
Baird's sandpiper			
Pectoral sandpiper			
American golden plover			
Semi-palmated plover			
Black-bellied plover			
Ruddy turnstone			
Sanderling			
Red knot			
Peregrine falcon			
Snowy owl			

ATTACHMENT B

Birds and Oil - CWS Response Plan Guidance

Birds and Oil - CWS Response Plan Guidance

In all circumstances where a polluter is identified the burden of cleanup and response lies with the polluter. However, responsibility for government overview of a response to an oil spill depends on the source of the spill. The identified **lead agency** has responsibility to monitor an oil spill response and to take control if an appropriate response is not undertaken by a polluter or their agent.

Lead agency responsibilities lie with:

- **Environment Canada**
  - For spills and incidents on federal lands and from federal vessels
  - Potentially for land-based incidents in waters frequented by fish
  - May take lead if environment is not being protected by other leads, Cabinet Directive 1973
- **Canadian Coast Guard**
  - For spills from ships
  - All spills of unknown sources in marine environment
- **Provincial Department of Environment**
  - For spills from land-based sources
- **Canada-Newfoundland and Labrador Offshore Petroleum Board (C-NLOPB) and Canada-Nova Scotia Offshore Petroleum Board (C-NSOPB)**
  - For spills related to offshore oil and gas exploration and production
- **Transport Canada**
  - To investigate ship source and mystery spills in the marine environment

The Canadian Wildlife Service has the responsibility for licensing activities which involve the handling or disturbance of birds, and of providing advice and often direction to other agencies, responders and the polluter during oil spill incidents.

1. Hazing[1]

Purpose: Prevent birds from coming in contact with oil

Options:

- Hazing by helicopter
- Hazing by FRC or other watercraft
- Release of scare devices (e.g. Breco Buoys, Phoenix Wailer)
- Use of hazing sound makers: propane cannons, whizzers, bangers, pyrotechnic devices etc.

Scare devices have a limited range of influence and likely are not a viable option with a large slick. Use of Breco Buoys and Phoenix Wailers can be used but we consider them to be largely ineffective in the situation of a large slick. Logistically, helicopter hazing would be difficult unless it was possible for a helicopter to remain on a platform offshore overnight. Hazing by FRC or other vessels would be ideal.

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[1] There are several scare techniques which may be effective and do not require a permit, however a permit under the Migratory Bird Regulations **is required** for the use of aircraft or firearms (defined as capable of emitting at projectile at more than 495 feet per second). Propane cannons, blank pistols or pyrotechnical pistols firing crackers shells with **less than 495fps are legal without a permit**. Most scare tactics are relatively short lived in terms of effectiveness as birds acclimatize to the disturbance so scare techniques should be alternated to be effective.

Short-term focused hazing by the most expedient means should be attempted to move the birds away from the slick, if logistical conditions permit. Vessels at the site should have the ability to use sound makers (propane canons, pyrotechnic devices) to disperse birds in local areas. Such equipment should be deployed immediately to these ships with trained personnel to operate them. The vessels on site should be tasked to actively search and monitor for congregations of birds which could be vulnerable to oiling. If such groups are found then attempts should be made to disperse the birds away from the oil.

2. Disperse oil

Purpose: Prevent birds from contacting oil by getting oil off the surface of the water as soon as possible.

Options:

- Dispersants
- Mechanical dispersal with FRCs or other vessels
- Natural dispersal by environmental conditions

For small spills, mechanical dispersal would be the preferred method.

3. Bird Collection[2]

Purpose: Implement a humane response to oiled birds as required by Environment Canada's National Policy on Oiled Birds and Oiled Species At Risk (http://www.ec.gc.ca/ee-ue/default.asp?lang=En&n=A4DD63E4-1)

Options:

- The only option would be a ship-based effort to detect and collect dead and live oiled birds, both within the slick and adjacent to it.

All vessels in or near the slick should understand the need to collect birds. All vessels should have dip-nets, large plastic collecting bags to hold dead birds, and cloth bags or cardboard boxes in which to hold live oiled birds. Efforts should be made to retrieve live oiled birds to ensure they are dealt with humanely.

4. Wildlife monitoring

Purpose: Determine potential impact of spill

Options:

- Ship-based surveys for oiled and unoiled wildlife
- Aerial surveys for oiled and unoiled wildlife. Will require structured surveys (e.g. strip or transect surveys of spill area)
- Placement of CWS staff on vessels and aircraft

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[2] Only those individuals authorized to do so (nominee on an existing federal salvage permit) can be involved with the collection of migratory birds.

Dedicated ship-based bird surveys should be initiated immediately. Ideally arrangements should be made to have a CWS observer on vessels or flights. In addition trained seabird observers need to be placed on all vessels monitoring a slick. This should continue until the slick is dispersed.

5. Beached Bird Surveys

Purpose: Determine impact of spill on wildlife and retrieve any live oiled wildlife on beaches.

Options:

- Conduct daily beached bird surveys during the incident and until one week after slick has been removed or dissipated.

CWS or other government officials (CCG, Enforcement Officers) will oversee the collection of dead and live oiled birds[3] as instructed in CWS' protocol for collecting birds during an oil spill response. This would only be required in circumstances where a large number of birds are potentially oiled or if the spill occurs in a sensitive area.

6. Drift Blocks

Purpose: Drift blocks may be deployed in slick to provide an estimate of bird mortality.

Options:

- Release from vessel
- Release from aircraft

The deployment of drift blocks would only be expected if there was a large spill and blocks should be released as soon as possible after a spill (CWS should be consulted to determine protocol for drift block deployment and tracking). The polluter or their agent would be expected to ensure drift blocks are tracked and collected as appropriate.

7. Live oiled bird response

Purpose: Implement a humane response to oiled birds as required by Environment Canada's National Policy On Oiled Birds And Oiled Species At Risk

Options:

- Rehabilitation
- Euthanization

CWS will be consulted to determine the appropriate response and treatment strategies which may include cleaning and rehabilitation or euthanization. CWS policy specifically requires that species at risk or other species of concern be rehabilitated.

[3] Only those individuals authorized to do so (nominee on an existing federal salvage permit) can be involved with the collection of migratory birds.

ATTACHMENT C

DFO's Marine Foreshore Environmental Assessment Procedure

MARINE FORESHORE ENVIRONMENTAL ASSESSMENT PROCEDURE

Marine development projects have the potential to effect fish[1] and fish habitat[2]. Fisheries and Oceans Canada (DFO) is responsible for the protection and management of fish habitats under the authority of the *Fisheries Act* and may request plans, specifications and environmental assessments specific to marine projects where more detailed information is required. Assessments may be necessary for all types of projects, including, but not limited to aquaculture, log handling, industrial port development, marinas, private moorage facilities, marine repair facilities, pipeline or outfall installations, vessel launches or barge ramps, dredging projects and shoreline protection projects (breakwaters and seawalls). Presented below are standardized, transect-based assessment procedures intended to provide DFO with the basic information required to determine the potential effects of a development project on fish habitat.

Assessment Area

For comparative purposes, the assessment area should include both the foreshore site proposed for development as well as the adjacent foreshore. This will provide a context for the project and may provide data about cumulative effects if similar developments already occur on-site. A large scale site plan, preferably an enlargement of the hydrographic chart, with a small scale insert of the general geographic location will serve as a base map of the study area.

Tidal Height and Water Depth Measurements

The lowest normal tide (0.0 m), or chart datum, will be used as the reference point for the measurement of tidal height and water depth. Tidal height is recorded as positive relative to chart datum, while water depth below chart datum will be recorded as a negative value. For example, if the assessment is made when the tide is at 2 m, and observations are taken at a water depth of 6 m, then the depth will be recorded as -4 m. Tidal height will be corrected using the closest secondary port to the reference port found in the Canadian Tide and Current Tables, with further correction made for daylight savings time as required.

Transect Layout

Transects should be established perpendicular to the shoreline at regular intervals both within and adjacent to the proposed or active development area so as to sample representative fish habitat conditions. A preliminary low water reconnaissance or dive survey may be advisable to establish

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[1] shellfish, crustaceans, marine animals and any parts of shellfish, crustaceans or marine animals, and the eggs, sperm, spawn, larvae, spat and juvenile stages of fish, shellfish, crustaceans and marine animals;

[2] shellfish, crustaceans, marine animals and any parts of shellfish, crustaceans or marine animals, and the eggs, sperm, spawn, larvae, spat and juvenile stages of fish, shellfish, crustaceans and marine animals;

appropriate boundaries for the assessment. Transects should begin at the highest high water mark (HHWM: distance referenced as Station 0.0 m) and, at a minimum, extend to a depth of -20 m (-30 m if the development has the potential to effect deeper benthic habitats). Though small-scale intertidal projects may only require intertidal transects, care must be taken to ensure that a representative sample is collected across the proposed development area. Procedural manuals are available from DFO if sampling of intertidal clam or benthic invertebrates is required. To ensure complete assessment of marine plants and animals in the photic zone, deeper transects may be necessary, especially to determine the effects of sunken debris or woodwaste accumulations resulting from existing developments. Transects should be spaced approximately 25 m apart, although this interval may vary depending on the width of the site. The number of transects required will depend on the nature of the foreshore development proposed, anticipated effects of the development, and local site conditions (tides and currents, geography, fetch, geology, etc.). Transects should be individually numbered and indicated on the site plan, and their commencement point referenced to benchmarks, where possible.

Recording Observations

Habitat inventories should be conducted during the more productive spring and summer months. At that time, algae and saltmarsh species are more readily identifiable, enabling a better assessment of the productive capacity of the site.

Observations should be recorded every 5 m along the transect or at significant changes in habitat type. Observations should include substrate type and composition, presence and relative abundance of marine animals and plants, and any other notable features (e.g., debris accumulations) using the following format:

Substrate

Substrate types are to be subdivided into the following size class categories:

- Bedrock
- Boulder (>256 mm diameter)
- Cobble (64-256 mm diameter)
- Gravel (2-64 mm diameter)
- Sand (0.0625-2 mm diameter)
- Silt/Mud/Clay (<0.0625 mm diameter)

Substrate types are recorded cumulatively as percentages out of a total of 100% (e.g., Boulder 5%; Cobble 15%; Gravel 60%, Sand 20%)

Marine Plants

Marine plants include rooted vascular vegetation (e.g., eelgrass, saltmarsh vegetation, etc.) and marine algae (e.g., rockweed, kelp, etc.). Marine plant observations are recorded as percent areal coverage estimated per 5 m × 1 m transect segment. Observations can be recorded as percentages (5%, 10%, 15%, etc.) or by utilizing the following areal coverage classes:

+	<5%
1	5-25%
2	>25-50%
3	>50-75%
4	>75-100%

Sessile Animals

Many marine animals permanently attached to substrates function as important fish habitat (e.g., barnacles, bay mussels, etc.). Sessile animals are recorded as percent areal coverage along the transect line using either estimated percentages or by areal coverage classes, as presented above.

Motile Animals

Motile animals include fish and marine invertebrates such as crabs and snails. These can be individually counted along the transect or, where too numerous, their estimated numbers can be recorded. Population estimates will most likely be applied to species such as herring or mysid shrimp that naturally occur in large numbers.

Other Features

Accumulations of wood bark and debris, sunken logs or other waste materials arising from onsite or nearby development activities should also be recorded. For wood bark and related small size debris, observations are recorded as percent areal coverage estimates per 5 m × 1 m transect segment and estimated deposition depth (e.g., 15% / 10 cm). For larger materials (sunken logs, wood chunks, etc.), observations can be recorded by individual piece count or by estimate of percent areal coverage.

Observations should be correlated to the transect distance from the HHWM and (corrected) tidal height or water depth (e.g., Sta. 0+80 m / +4.5 m), with information compiled in tabular form, by transect. Common names of observed animals and plants are acceptable for the data table; a species list with scientific names should, however, be appended to the report.

General marine plant categories (e.g., rockweed, eelgrass, bull kelp, saltmarsh, etc.) and any other notable features should be sketched to scale directly on a copy of the site plan, drawings or photographs of the site. A site profile should be prepared for each transect showing the slope of the foreshore and the location of indicator marine plants or invertebrates. A sketch of the proposed marine development should be superimposed over the site plan so that any potential effect of the project on fish habitat is clear. Compensatory habitat proposed for offsetting altered habitat should also be sketched on site maps and profiles to enable review of the positioning of replacement habitat relative to the project.

Photographic Documentation

It is essential to produce a photographic record along the intertidal and subtidal transects. A videographic record of subtidal transects is also recommended. Photos and videos provide a real-time record of characteristic fish habitat at the proposed site and can be invaluable to future post-development site monitoring. Photographic records also facilitate comparison of the productivity of natural habitats with any compensatory habitat constructed to offset habitat losses. As visibility may be a problem, careful attention should be given to appropriate tidal levels, and midday lighting conditions are recommended. Aerial photos, taken at low tide, are often useful to put the site into context with the surrounding area and to verify information provided from other sources.

Assessment reports should include photographs of representative fish habitat types. Depending upon the scope of the proposed foreshore development, an unedited, labelled copy of the assessment video may also be required for the report submission. The video footage should be referenced with pertinent information (e.g., time, date, depth, heading, etc.), and a written or recorded interpretation should accompany the video.

Summary of information to be submitted

1. Basemap showing tenure area boundaries, surrounding area, transect locations and sampling stations
2. Shoreline video/photographs of intertidal zone
3. Underwater video/photographs of transects
4. Tabular data for each transect describing substrate type and composition, marine plants, sessile and motile marine animals, and other notable features
5. Habitat map showing location of different substrate types, plants, animals and operational infrastructure
6. Profile diagrams of each transect showing slope, sediment types and the major marine plants or animals observed
7. Photographs of site and aerial photographs if available.

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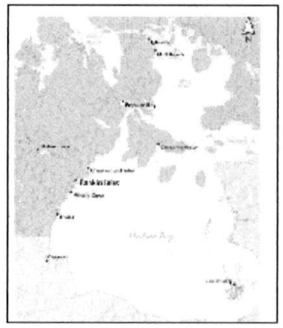
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Community Profile: (Click for Details)

Rankin Inlet 2013



Rankin Inlet, or *Kangiqtiniq* ("deep bay/inlet" in Inuktitut) is the business and transportation hub of the Kivalliq region. Rankin is the gateway to Nunavut from Central and Western Canada. Due to the large volume of traffic through the area, as well as a history of regional government, mining and exploration, Rankin Inlet has developed a strong taskforce of entrepreneurs. Freight expediters, equipment suppliers and outfitters can provide tourists and companies interested in doing business in the area with a wide variety of services. The Ijiraliq (Meliadine) River Territorial Historic Park is a favorite spot for hiking, fishing and bird watching. Archaeological sites, such as the European whaler shipwreck near Marble Island and the Thule site in the Ijiraliq River area provide glimpses into a remarkable past.

Getting there: Flights to Rankin Inlet are operated by First Air and Canadian North on Mondays, Wednesdays and Fridays. It is possible to reach Rankin Inlet in one day from either Ottawa/Montreal--via Iqaluit, or Edmonton/Calgary--via Yellowknife. Kivalliq Air operates flights every day of the week except Saturday from Winnipeg to Rankin Inlet, with a stop in Churchill; Calm Air flies to Rankin Inlet from Monday to Saturday, with stops in Churchill and Arviat. Please check with appropriate airlines for scheduled changes.

Community Services and Information

Population	**2358**	**Time Zone**	**Central**
Region	**Kivalliq**	**Postal Code**	**X0C 0G0**

Population based on 2012 Nunavut Bureau of Statistics
(Area Code is 867 unless as indicated)

RCMP General Inquiries 645-0123
Emergency Only 645-1111
Health Centre 645-8300
Fire Emergency 645-2525
Post Office 645-2680

Schools/College
Leo Ussak (K-6) 645-2814
Maani Ulujuk (7-12) 645-2761
Alaittuq (5-6) 645-2780
Arctic College 645-5500
Kangirqliniq Centre 645-2674

Early Childhood Services
Kataujaq Day Care 645-2685
Ajajaa Day Care 645-2502

Churches
Glad Tidings 645-2018
Holy Comforter 645-2657
Roman Catholic 645-2824

Community Wellness/Recreation
Arena 645-2865
Community Access Centre 645-2814
Swimming pool 645-2835
Aqsaaraq Addiction Projects 645-2910
Friendship Centre 645-2600
Kataujaq Society-Safe Shelter 645-2214

Local Communications
Internet 645-2035
Community websites:
www.rankin-inlet.ca
www.arctic.ca
Cable 645-2801
CBC Radio Station 645-2244
Naalagrik Radio Society 645-4667
Kivalliq News 645-3223

Airport 645-3403
Hunters & Trappers Organization 645-2350
John Ayaruaq Public Library 645-8081
Nunavut Heritage Centre (Museum) 645-3010
Keewatin Regional Visitor's Centre (located at airport) 645-3838
CIBC 645-2863
Royal Bank of Canada 645-3260
Hamlet Office 645-2895

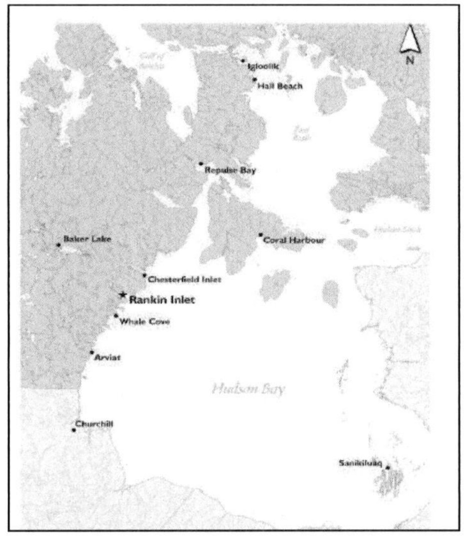
For more information about Kivalliq regional government departments, Inuit associations and development corporations, see Kivalliq region page.

www.gov.nu.ca

20##-###-##### – Additional Inshore Rescue Boat Station
Steve Thompson – 438-993-4622 /PG /

Building Nunavut Together
Nunavuliuqatigiingniq
Bâtir le Nunavut ensemble
Nunavut

Rankin Inlet 2013



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Alaittuq (5-6) 645-2780
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Kangirqliniq Centre 645-2674

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Ajajaa Day Care 645-2502

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Holy Comforter 645-2657
Roman Catholic 645-2824

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Naalagrik Radio Society 645-4667
Kivalliq News 645-3223

Airport 645-3403

Hunters & Trappers Organization 645-2350

John Ayaruaq Public Library 645-8081

Nunavut Heritage Centre (Museum) 645-3010

Keewatin Regional Visitor's Centre (located at airport) 645-3838

CIBC 645-2863

Royal Bank of Canada 645-3260

Hamlet Office 645-2895

For more information about Kivalliq regional government departments, Inuit associations and development corporations, see Kivalliq region page.

Rankin Inlet Businesses

(Area code 867 unless as indicated)

(Inuit)=On NTI Inuit Firm Registry 2009

Accommodation and Dining

A&K Canteen & Concession
Ph: 645-3197
Concession service of snacks, Also off site Catering & take out

Aurora Nothern
Ph: 645- 3556 or 2385
B&B

Ferguson Lake Lodge
Box 370
Ph: 645-2414
Fx: 645-2197
Fishing Lodge (Also see Expediting)

Kissarvik Co-op Hotel ***(Inuit)***
Ph: 645-4955
Fx: 645-4956
New hotel & restaurant

Nanuq Lodge
Ph: 645-2650
Fx: 645-2640
nanuq@qiniq.com
info@nanuqlodge.com

Quick Stop & Snack Bar
Box 70
Ph: 645-2055
Located at the Northern Store

RI Housing Association
Ph: 645-2926
Public Housing

Saaku Cateres Ltd ***(Inuit)***
Ph: 645-2805
Serve & Cater food

Sakku Properties ***(Inuit)***
Box 188
Ph: 645-2805
Commercial Office space Lease / Residential house lease

Siniktarvik Hotel & Restaurant
Box 190
Ph: 645-2949
Fx: 645-2999
sinik@arctic.ca
Hotel and restaurant, conference and catering facilities

Sugar Rush Café ***(Inuit)***
Box 552
Ph: 645-3372
Fx: 645-3374
Café serving soups, sandwiches, doughnuts, coffee, teas, etc.

Tara's Bed and Breakfast
Box 780 ***(Inuit)***
Ph: 645-3478
Fx: 645-3538
bryara@arctic.ca

Turaavik Hotel
Ph: 645-4955
Hotel & Restaurant

Wild Wolf Café
General Delivery
Ph: 645-4499
Restaurant

Retail

Arctic Expressions
Ph: 645-2124
Shop, snacks/coffee, gifts

Bernadette's Airport Shop
Ph: 645-3370
Retail Sales

Hydra Corp.
Ph: 645-2037
Retail Sales

Ivalu Ltd
Ph: 645-3400
Fx: 645-2115
Retail sales, arts & craft

Karyna's Shop
Ph: 645-2124

Kativik Ltd.
Box 844
Ph: 645-3207/3280
Fx: 645-3281
Arts & crafts, hardware, fuel clothing

(Inuit)*=On NTI Inuit Firm Registry 2009*

Keewatin Meat and Fish
Ph: 645-3137
Fx: 645-3467
obrian@arctic.ca
Federally processed caribou meat

Kissarvik Cooperative Association Ltd. ***(Inuit)***
Box 502
Ph: 645-2801
Fx: 645-2280
General retail, arts and crafts

Matchbox Gallery
Box 157
Ph: 645-2674
Fx: 645-2674
Art retailer and wholesaler, call for appointment.

M&T Enterprises Ltd. ***(Inuit)***
Box 156
Ph: 645-2778
Fx: 645-2590
mandtent@arctic.ca
Retail sales ltd.

Niuvivvialaq
Ph: 645-4514
Retail sales

Northern Store
Box 70
Ph: 645-2823
Fx: 645-2082
General retail, groceries, Video Rentals

Nuna Bloom Herbals
Ph: 645-4343
All natural herbal products

Red Top Variety Shop
Box 295
Ph: 645-2110
Retail, video rental, pool tables, arcade

Sakku Drugs Ltd. ***(Inuit)***
Box 430
Ph: 645-2811
Fx: 645-2860
Pharmacy

Treasures
Box 552
Ph: 645-3373
Fx: 645-3374
chislett@arctic.ca
Arts / crafts, groceries, hardware

Transportation

Calm Air International
Box 309
Ph: 1-800-839-2256 or 645-2746
Fx: 645-3320
Cargo: 645-2729
www.calmair.com
Scheduled / charter service

Canadian North
Box 711
Ph: 1-800-661-1505 or 645-2746
Fx: 645-3264
Cargo: 645-3720
www.cdnair.ca
Scheduled / charter service

First Air
Ph: 1-800-267-1247 or 645-3445
Cargo: 645-2423
www.firstair.ca
Scheduled/charter service, cargo

Kivalliq Air
Box 38
Ph: 1-877-855-1500 or 645-2992
Fx: 645-2330
Scheduled/charter service, cargo

Kowmuk's Taxi
Box 432
Ph: 645-3034
Taxi, bombardier freighting to and from Arviat, Whale Cove, Baker Lake, Chesterfield Inlet, and Rankin Inlet; charter services

Louis Taxi
Ph: 645-2679

S&G Taxi
Ph: 645-4000

(Inuit)*=On NTI Inuit Firm Registry 2009*

Expediting, Contracting and Equipment Supply

984246 NWT Ltd
Ph: 645-2185
Holding company, heat & fire prevention materials

Arctic Heating
Box 461
Ph: 645-2366
Fx: 645-3191
Plumbing and heating

Curley Construction ***(Inuit)***
Ph: 645-3799
Fx : 645-2798
General contracting

Electrix Ltd.
Box 425
Ph: 645-2379
Fx: 645-2379
Electrical supply and service

Kakivak Construction Ltd ***(Inuit)***
Box 332
Ph: 645-3116
Fx: 645-3735
Construction and electrical services

Kivalliq Expediting & Storage
Ph: 645-3196 ***(Inuit)***
Overland transportation to mines, storage (cold or heated).

Kudlik Electric Ltd.
Box 175
Ph: 645-2839
Fx: 645-2493
General contracting & electrical

M&T Enterprises Limited ***(Inuit)***
Box 156
Ph: 645-2778
Fx: 645-2590
mandtent@arctic.ca
Cargo, fuel hauling

Qagvik Enterprises Ltd.
Box 329
Ph: 645-2500
Fx: 645-2020
General construction contracting

Saaquaqti Services Ltd.
Ph: 645-4799
General Contracting

Steve Sayles Contracting
Ph: 645-2971
General Contracting

Aurora Northern Contractors
Box 466
Ph: 645-3657
Fx: 645-4157
Building maintenance, trucking service

Brian's Huka Sales Services & Rental ***(Inuit)***
Ph: 645-3994
Vehicles, Parts & rentals

Electrix Ltd.
Ph: 645-2379
Electrical Contracting

Ferguson Lake Lodge
Box 370
Ph: 645-2414
Fx: 645-2197
Mobile camp sleds, winter overland transportation, exploration camps, equipment rental, lodge fishing.

Kissarvik Cooperative Association Ltd. ***(Inuit)***
Box 502
Ph: 645-2801
Fx: 645-2280
Equipment, tools & hardware supply

Kivalliq Property Maintenance Ltd. ***(Inuit)***
Box 190
Ph: 645-3587
Fx: 645-3589
Industrial & hardware supplies

Larry's Line & picker Rentals
Ph: 645-3865
Truck rental. cable, telephone & power-line equipment rental

Oomilik Enterprises Ltd.
Box 233
Ph: 645-2272
Fx: 645-2162
General contracting, heavy equipment

Qilaul Services
Ph: 645-3386
Consulting, building design, construction, environmental logistic

Sam's General Contracting ***(Inuit)***
Ph: 645-7224
General Contracting

Umigmak Supply
Box 176
Ph: 645-2972
Fx: 645-2310
Construction materials, safety equipment, hardware/tools, electrical supplies.

(Inuit)*=On NTI Inuit Firm Registry 2009*

Tourism and Culture

Come Along Tours & Outfitting
Box 467
Ph: 645-4229 Fx: 645-2146
Boat / dog sled tours

Ivalu Ltd.
Box 599
Ph: 645-3400
Fx: 645-2115
Art/craft, clothing manufacturing

Jamura Ltd.
Box 157
Ph: 645-2674
Fx: 645-2674
Art gallery workshop

Kivalliq Arctic Foods
Box 329
Ph: 645-3137
Fx: 645-3467
Federally processed caribou meat

Kowmuks' Freighting & Tourism Services
Ph: 645-3034
Freight & tourism service

Nunami Arts & Crafts
Ph: 645-3351
Arts, crafts, carvings, prints, wall hangings

The back door (Tagjaqtut Eco-tours)
Ph: 645-3627
Eco-tourism; fur, craft supply sales

Unainuk Tours ***(Inuit)***
Ph: 645-2916
Boat / truck tours

Technical and Communications

Ajiit Photo & Electronics
Ph: 645-2905
Photography & supply

Anaqalik
Ph: 645-3016
Computer sales, service, repair

Arctech Design & Services
Ph: 645-2537
Computer service, photography

Atuqtuarvik Corporation
Ph: 645-2784
Business loan & equity investment

Emerlina Piumental (ECP)
Box 53
Ph: 645-2472/2185
Fx: 645-2029
Bookkeeping

Gakems Consulting
Ph: 645-3900
Software & computer maintenance

Kanaknaq Investments Ltd
Ph: 645-4499
Rental property/ real estate

Nunavut DVR Sales Ltd ***(Inuit)***
Ph: 645-3373
Installation & monitoring of Video, alarm systems

Nunavut Insurance Brokers Ltd.
General Delivery
Ph: 645-2734
Business & personal insurance service

Nunavut Power Corporation
General Delivery
Ph: 645-5300
Fx: 645-2487
Electricity

Nuvuya Consulting
Ph: 645-3477
Consulting, translating & conference equipment rentals

Qiviu's Traslating Services
Ph: 645-4720
Translating for Public & Private Sector

Sauyalik's Inuktitut Translations
Ph: 645-2987
Translating Services

Sakku Arctic Technologies Ltd.
Box 530
Ph: 645-2035
Fx: 645-2155
junkin@qiniq.com
Internet service providers

(Inuit)*=On NTI Inuit Firm Registry 2009*

Property Management

Arctic Properties
Ph: 645-2534
Property inspection, bingo supplies & small maintenance

David's Cleaning
Ph: 645-2595
Cleaning Services

HTT Enterprises Ltd.
Box 156
Ph: 645-2778
Fx: 645-2590
mandtent@arctic.ca
Dealer of Modular Homes

Ikajuqtigiit Ltd ***(Inuit)***
Ph: 645-2185
Residential, Commercial Property Rental

Ilagiiktut Limited ***(Inuit)***
Box 56
Ph: 645-2185
Fx: 645-2029
Real estate development

Kangiqliniq Developments Ltd.
Box 56 ***(Inuit)***
Ph: 645-2185
Fx: 645-2029
Real estate development

Kivalliq Property Maintenance Ltd. ***(Inuit)***
Ph: 645-3802 4
Property Maintenance

Northern Lights Janitorial
Box 589
Ph: 645-2192
Fx: 645-2812
Janitorial services

Polar Bear Cave Investments
Ph: 645-2513 ***(Inuit)***
Rental Properties

Qamanittuaq Development Corporation Ltd. ***(Inuit)***
Box 56
Ph: 645-2185
Fx: 645-2029
Real estate development

Qamanniqtuaq Capital Corp.
Ph: 645-2185
Venture Capital Financing

R&T Cleaning Enterprises
Box 743
Ph: 645-3713
Fx: 645-3713
Janitorial services

Tapiriit Developments Ltd.
Box 56 ***(Inuit)***
Ph: 645-2185
Fx: 645-2029

Toromont Arctic Equipment Ltd
Ph: 645-3422
Heavy equipment Sales & Services

Other Services

3D Therapeutic Massage
Ph: 645-3958
Massage therapy

Inukshuk Nunami Geomatics
Ph: 645-2805
Provision of surveys

Kamajit Ltd.
Box 56
Ph: 645-2185
Fx: 645-2029
Security service

Kangirkliniq Centre for Arts & Learning
Ph: 645-2674
Art school & cultural centre

Kataujaq Society Safe Shelter
Ph: 645-2214
Fx: 645-2442
Art school & cultural

Katauyjaq Daycare
Ph: 645-2685
Fx: 645-2451
Daycare

(Inuit)*=On NTI Inuit Firm Registry 2009*

Kivalliq Inuit Association
Ph: 645-5725
Fx: 645-5726
Regional Inuit Organization

Northern Allied Health Service
Ph: 645-4828
Provisions and support agency for health & social services

Nunavut Heritage Centre
Ph: 645-3010
Fx: 645-3020
Museum learning centre

Pulaarvik Friendship Centre
Ph: 645-2600
Fx: 645-2538
Non-profit charity.

Royal Canadian Legion NO. 169
Ph: 645-4572
Non-profit with bar in support of veteran's and youth programs.

Nanuq Enterprises
Box 630
Ph: 645-2650/2888
Fx: 645-2640
nanukone@arctic.ca
Wildlife management & consulting

Nunami Jacques Whitford Ltd. ***(Inuit)***
Ph: 645-2805
Environmental service

Pilmakslirvik Corporation
Ph: 645-4967
Care facility for handicapped

Royal Bank of Canada
Ph: 645-3260
Fx: 645- 3261

(Inuit)*=On NTI Inuit Firm Registry 2009*

Deroon, Lisa

From:	Thompson, Steve A
Sent:	August 3, 2017 10:33 AM
To:	Thibault, Jean
Cc:	XLAU, GC/STI/EI/CENTRE/Surveillant; XLAU, GC/STI/EI/OUEST/Surveillant; Wilhelm, Ralph
Subject:	RE: Delivery of IRB North RHIB

Good morning Jean,

The Rosborough vessel will be delivered to Quebec City on August 9th by Bob Rosborough (company owner).

His contact information is as follows:

s.19(1)

- [redacted] (Cell - primary)
- 1-902-450-3262 (work)

He has been provided your contact information, and will be in touch (if required) to coordinate delivery within the CCG Quebec base for your technical services. Once it's delivered to the base, please complete any technical services that you require.

Marine Engineering staff may also be documenting some aspects of the vessel during this timeframe, and both Superintendents (Sylvain Pleau and Ralph Wilhelm) have been advised of the vessel's delivery in order to arrange anything they would like done.

In speaking with CO Julien this morning, it is expected that the vessel be fully ready for loading on the CCGS Pierre Radisson by ***end of day on August 21st*** – giving you an extra day for any work that is required.

Thank you for your assistance.

Regards,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Thibault, Jean
Sent: 3 août 2017 08:42
To: Thompson, Steve A
Cc: XLAU, GC/STI/EI/CENTRE/Surveillant; XLAU, GC/STI/EI/OUEST/Surveillant
Subject: RE: Delivery of IRB North RHIB

M. Thompson

I would like to know the name of the contact person responsible for delivery of the Rosborough with these coordinates if possible. I would like him to inform me as soon as possible when the ship will be available for our technical services.

Do not hesitate to inform me when you have more details.

Thanks you

Jean T

De : Thompson, Steve A
Envoyé : 2 août 2017 11:25
À : Thibault, Jean
Objet : RE: Delivery of IRB North RHIB

Hi Jean,

The vessel will be arriving via truck and trailer on August 9. It is being delivered by the manufacturer to the Quebec City CCG base.

The contact person for the vessel would be myself, at the coordinated below, however I am located in Burlington, ON and will not be on site in Quebec next week. The contact person for the delivery portion would be the Rosborough staff who will be delivering it, and if you'd like, I can connect you two and you can confirm what you'd like to happen once the vessel is on-site.

The vessel shall be loaded on the CCGS Pierre Radisson in time for its scheduled departure (Aug. 24). We haven't received a definite loading date, but I would expect it to be sometime the week of August 21st. Thus, I think any E&I work should be completed by August 18.

We are confirming the details of the loading plan with the Commanding Officer, who is with Arctic SAR Supt. Peter Garapick this week in Iceland. I hope to know an exact date when they return.

Thanks,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Thibault, Jean
Sent: 2 août 2017 11:17
To: Thompson, Steve A
Subject: RE: Delivery of IRB North RHIB

Hello
Yes we will have a team that will check the electronic telecommunications equipment on the ship.
In order to help us in our planning, please inform me when possible:
- The exact date of arrival at Québec base
- The name of the ship's contact person and his / her telephone number
- The number of days the vessel will be available for verification

Bonjour
Oui nous aurons une équipe qui ira vérifier les équipements de télécommunication électronique sur le navire.

Afin de nous aider dans notre planification, pourriez-vous m'informer lorsque ce sera possible:

- La date précise de son arrivée à la base de Québec
- Le nom de la personne ressource responsable du navire et son numéro de téléphone
- Le nombre de jours de disponibilité du navire pour la vérification

JeanThibault
Coordonnateur de la planification et entretien technique, Technical maintenance planning coordinator
Gestionnaire de Production int., Act. Production manager
Direction des services techniques intégrés, Integrated Technical Services
Division de l'électronique et informatique, Electronics and informatics division
Garde côtière canadienne, Canadian Coast Guard
Région du Centre et de l'Arctique, Central & Arctic Region
101, Boul Champlain
Québec, Qué.
G1K 7Y7
(418) 648-3781

De : Thompson, Steve A
Envoyé : 2 août 2017 09:40
À : Thibault, Jean
Objet : Delivery of IRB North RHIB

Good morning Jean,

Will you be at the Quebec City base next week? If so, would you mind receiving the IRB North RHIB from Rosborough boats' delivery personnel? It has already concluded sea trials and tech inspection by CCG's Ken Aker.

That way the E&I shop can start looking at it as soon as possible. The delivery date is scheduled for the morning of August 9th, as it stands today.

Please advise, and if so, I'll forward your contact information to Rosborough boats.

Thank you,

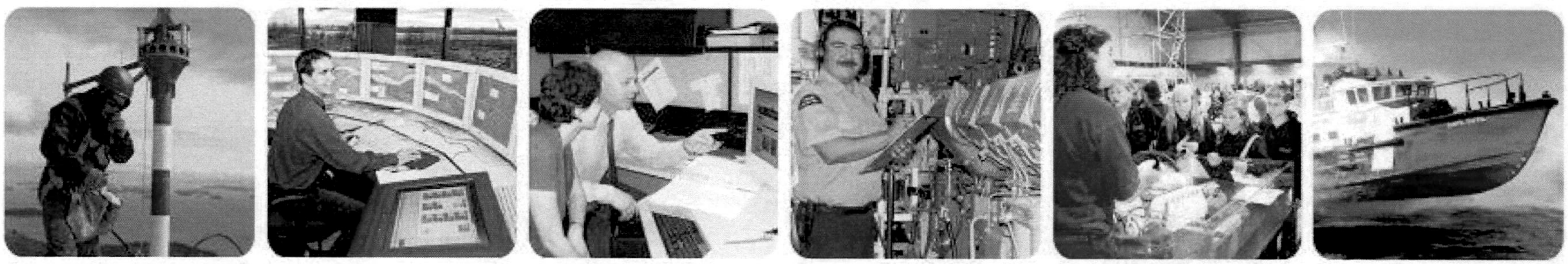
Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

SECRET

Sécurité d'abord, Service constant



IRB North Progress Report

August 3, 2017

Canada

SECRET

Inshore Rescue Boat North (IRB) – C&A National PM lead

Governance:

- P4 PPR submitted July 17th and reviewed ahead of OPP Steering Committee Meeting on July 27th.
- Project Charter updated for Indigenous Group Engagement information and submitted July 12th
- PIP Submitted July 31st.
    - Marine Engineering, Electronics and Informatics, and DFO Real Property engaged

Operational Activities:

- Announcement on location tentatively scheduled for September 26.
    - AC Gascon and Peter Garapick – vessel delivery
    - OPP PMO and OPP Comms are engaged. Comms (M. Marsaw) currently developing Comms Plan.
- **LOCATION STILL NOT OFFICIALLY CONFIRMED…**
- **OPP COMMS (M. MARSAW) RECOMMENDS THE REGION (VIA ASSISTANT COMMISSIONER) GO THROUGH THE COMMISSIONER TO EMPHASIZE THE NEED FOR TIMELY ACTION ON THIS.**
- July 10-12: Site reconnaissance and interim accommodations survey with DFO Real Property. OPP PMO notified prior.
    - Interim Accommodations Option: DND Forward Operating Location. Capt. Kalkowski and Capt. Dion (DND leads) supportive of the idea.
    - Interim storage option for vessel and truck: F-18 Hangar at Rankin Inlet Airport
    - Formal proposal has been put to Maj. Alex Hamelin requesting support.
    - Permanent Station: Land ownership of proposed site verified, approval and permit requirements verified. Site requires approval of: Fire Marshal; Hamlet permit for Development; Nav Canada; Transport Canada; NIRB; Electrical; Water Board)

SECRET

Inshore Rescue Boat North (IRB) – C&A National PM lead

Operational Activities:

- July 18 -21: Meetings with DFO Real Property and PSPC:
  - Understanding of station construction requirements / timelines
  - Preliminary User Requirements submission
  - Preparation of Special Service Agreement. Awaiting clarification on who can sign – expectation is DFO RP.
  - Understanding of contract tendering process / timelines / requirements

Up Next:

- Human Resources – Staffing Plan and Timeline development

Selected Project Progress Notes

- Vessel procurement process completed for Rosborough 9.11m to be delivered north by Radisson in late Sept. 2017. Tasking requested.
- Arrangements made for interim 'surplus' vehicle to be transferred from Arctic Ops to the program later this summer. Planned arrival date in Rankin Inlet is September 3rd via Taiga Desgagnés.
- Surplus Vessel also found (Zodiac 590 with cuddy) from CCGC.
- Commencing high-level SSA preparations with PSPC for station design/build, to be confirmed after confirmation of location.

MOST IMPORTANTLY:

- Land surveys and assessments (including geotechnical, topographical, and contaminated sites) **MUST** be carried out in Fall 2017, to permit engineering and architectural design to be carried out over Winter of 2017.
- DFO RP can initiate immediately once location is **SUPPORTED** (not necessarily announced). Will be used in RFP and in land leasing request to GN. Otherwise the timeline milestones are affected significantly.

Pages 258 to / à 261

are withheld pursuant to sections

sont retenues en vertu des articles

21(1)(b), 21(1)(a)

of the Access to Information Act

de la Loi sur l'accès à l'information

SECRET

Proposed Interim Site: IRB North

**Proposed Interim Accommodations –
DND Personnel Accommodations Building**



SECRET

IRB North Vessel

IRB North Vessel



Thompson, Steve A

From: Thompson, Steve A
Sent: Tuesday, August 8, 2017 10:19 AM
To: Pleau, Sylvain
Cc: Garapick, Peter
Subject: - Rankin Inlet

s.21(1)(a)
s.21(1)(b)

Good morning Sylvain,

For the IRB North project we are also developing our user requirements for the construction of a permanent station, to be submitted to DFO. It is our desire to have the station constructed and be operational for June 2019.

We are trying to model the station design and features on the existing SAR/IRB stations we have in the region. A such, what are your thoughts on including a

If so, any ideas on what you'd be looking at for specifications?

Also, it is important to note that our preferred site is

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

s.21(1)(a)
s.21(1)(b)

Thompson, Steve A

From: Thompson, Steve A
Sent: Tuesday, August 15, 2017 10:35 AM
To: Clarke, Yasmine
Subject: RE: 8H310 IRB North - Project Still Awaiting Confirmation of Location of Choice

My comments below.

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Clarke, Yasmine
Sent: 15 août 2017 10:21
To: Thompson, Steve A
Subject: 8H310 IRB North - Project Still Awaiting Confirmation of Location of Choice

Steve, please confirm I have story straight?

Hi John,

The IRB project has been having difficulties for a while now to get site confirmation and announcement date from Minister's office (we set our own announcement date for AC C&A because it corresponds to the vessel arrival … the absolute latest date we can go) for their location of choice for the IRB north. In conversation with Antonella I understand that for the announce able piece the impact would be a missed opportunity to announce this project and a missed opportunity for engagement with local hamlet. (we **have** to engage with the hamlet before we put something in their hamlet [i.e., announcement], and we cannot engage until the location is supported from above).

However the other piece to this is that the project has not received formal approval for location of choice (Rankin Inlet). Without the formal approval of site the project has been putting on hold some activities, etc. It is critical to obtain the confirmation in order to start the Geotechnical surveys before the land freezes (Fall 2017 required). In addition, in order to enable delivery this Fiscal Year to the location of choice the project had to undertake delivery activities. There is currently a Surplus interim truck proceeding to Rankin Inlet and set to arrive Sept. 9, and SAR vessel arriving on September 26. At the time of the delivery of the vessel, the location will no longer be secret.

In order to minimize impact to this project schedule and ensure engagement with local hamlet can occur, I believe the project requires the assistance of the CCG Implementation team in order to advance this issue quickly.

Briefing note numbers: 2017-412-00017 --- the remainder are outdated or have other components in them (CCGA etc.)

Yasmine Clarke
Senior Analyst, OPP Project Management Office |Analyste principale, Bureau de gestion des projets, PPO.
Change Leadership and Implementation Management | Leadership et gestion du changement
Canadian Coast Guard |Garde côtière canadienne
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DEPARTMENT OF FISHERIES AND OCEANS

ANNEX A
Technical Statement of Requirements
Requisition number F7044-170023 for two (2)
8.3 to 8.6 metre aluminum boats with cabin and trailers

August 17, 2017, Revision 3

TRANSPORT CANADA MARINE SAFETY BRANCH (TCMSB)
TP1332 APPROVED CONSTRUCTION

Document Control

Record of Amendments

#	Date	Description	Initials
0	June 4, 2017	Original release	KA
1	June 13, 2017	Minor changes	KA
2	August 16, 2017	Minor changes	KA
3	August 17, 2017	Minor changes	KA

TABLE OF CONTENTS

ABBREVIATIONS

ABYC	American Boat and Yacht Council
AC	Alternating Current
ASTM	American Society for Testing and Materials
CFM	Contractor Furnished Material
CSA	***Canadian Shipping Act***
CSA	Canadian Standards Association
COLREGS	Collision Regulations
DC	Direct Current
GPS	Global Positioning System
GSM	Government Supplied Material
ISO	International Organization for Standardization
PVC	Polyvinylchloride
TA	Technical Authority (As defined by the Contract)
TCMS	Transport Canada Marine Safety
TSOR	Technical Statement of Requirements
UV	Ultraviolet
VHF	Very High Frequency
WMO	World Meteorological Organization

LIST OF REFERENCE DOCUMENTS

REFERENCE	TITLE
ASTM F1166	Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities
TP 1332	Construction Standards for Small Boats
TP 13430	Standard For Tonnage Measurement of Ships
TP 14070	Small Commercial Vessel Safety Guide
ISO 12217	Small Boat – Stability and Buoyancy Assessment and Categorization
Canada Shipping Act	Small Vessel Regulations
Canada Shipping Act	Collision Regulations (COLREGS)
ABYC	American Boat and Yacht Council Standards
Canadian Standards Association (CSA) CSA W47.2-M1987	Certification of Companies for Fusion Welding of Aluminium
(CSA) C22.2 No. 183.2-M1983 (R1999)	Standards for DC Electrical Installations on Boats
CT-043-EQ-EG-001-E	Canadian Coast Guard Welding Specification, March 2014

OVERVIEW

1.1 REQUIREMENT

1.1.1 The Contractor shall design, fabricate and supply quantity one (1) 8.3 to 8.6 meter aluminum hull and cabin boat and trailer based on the current Transport Canada Marine Safety Branch (TCMSB) Marine Safety Publication TP 1332 "Construction Standards for Small Vessels" (hereinafter referred to as TCMSB TP 1332). The boat shall be a twin 175hp Yamaha outboard configuration.

1.1.2 The primary role of this boat will be to provide maritime Search and Rescue operations in the Arctic from early spring to late fall. The vessels will be based from two Rescue Coordination Centers in the Arctic used for patrolling and supporting search and rescue operations as needed in the Arctic.

1.1.3 The secondary roles will be to support other Departments and Agencies in the Arctic in accordance with the "Agreement Cooperation on Aeronautical and Maritime Search and Rescue in the Arctic" signed January of 2013.

1.1.4 This boat will be shore-based and launched and recovered by trailer and will be ship based and launched and recovered from the ship.

2.0 DESIGN AND CONSTRUCTION REQUIREMENTS

Unless stated otherwise all components, equipment and material must be contractor supplied.

2.1 ERGONOMIC DESIGN – GENERAL

Hazardous operating conditions must be prevented by arranging machinery and equipment in a safe manner; providing guards for all electrical, mechanical and thermal hazards to personnel; and providing guards or covers for any controls that might accidentally be activated by contact of personnel. Human engineering factors considered in design must include accessibility, visibility, readability, crew efficiency and comfort for a range of physiques for individuals from approx. 5 ft. to 6' 5" in height, wearing cold weather clothing and equipment which must be accessible for use, inspection, cleaning and maintenance per ASTM F1166-88.

2.2 VIBRATION

The boats and all components must be free of local vibration that could endanger boat personnel, damage boat structure, machinery or systems, or interfere with the operation or maintenance of boat machinery or sonar systems.

2.2.1 Mounts for movable components, including items moved for stowage, towing or transport must be provided with resilient material as necessary to prevent rattling.

2.2.2 Loosening of fasteners under vibration must be prevented by the use of self-locking fasteners, as applicable.

2.3 EQUIPMENT PROTECTION

The Contractor is responsible for the care of all equipment. All parts, especially those having working surfaces or passages intended for lubricating oil, must be kept clean and protected during manufacture, storage, assembly and after installation. Equipment must at all times be protected against dust, moisture or foreign matter and must not be subject to rapid temperature changes or extremes in temperature.

2.4 SITE CLEANLINESS

During construction, all chips, shavings, refuse, dirt and water must be removed at the completion of the work shift or sooner. The Contractor must ensure measures are taken to avoid wear and damage incident to construction, and to prevent corrosion or other deterioration. Equipment subject to freezing must be kept drained, except during test and trials. Equipment must be kept clean and protected from the environment prior to installation.

2.5 STRUCTURAL STRENGTH

All structures and components (hull, deck, seating, etc.) must be of sufficient strength to withstand the lateral and vertical impact-loading that equates to the conditions of the operational requirements.

2.6 STANDARDS

2.6.1 The boats must be designed, constructed, inspected, and certified to meet the requirements of the following standards, regulations and codes:

2.6.1.1 Transport Canada Marine Safety Regulation TP 1332 (current edition) Construction Standards for Small Boats. This standard references ISO and ABYC standards covering structure, fuel, electrical, stability and drainage requirements;

2.6.1.2 CSA C22.2 No. 183.2-M1983 (R1999) Standards for DC Electrical Installations on Boats and ABYC 'E' Electrical Standards; and

2.6.1.3 CT-043-EQ-EG-001-E - Canadian Coast Guard Welding Specification, March 2014.

2.6.2 The Contractor must supply the boats as per this TSOR and where this TSOR interferes or contravenes the above standard; the above TCMSB TP 1332 standard will take precedence.

2.6.3 The Contractor must supply a certificate of approval insuring the proposed boats complies with TCMSB TP 1332, to ensure compliance with the current Canadian Coast Guard, Maritime Services Policies.

2.7 MATERIALS

2.7.1 All materials must be corrosion resistant and suitable for use in a salt water environment as detailed in the Operational Requirements. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation. Galvanized materials are unacceptable.

2.7.2 Direct contact of electrolytically dissimilar metals is not allowed. Electrolytic corrosion must be prevented by insulating dissimilar materials from each other with gaskets, washers, sleeves, or bushings of suitable insulating material.

2.7.3 Stainless steel type 316L or 316 must be used for all stainless steel applications except as noted. Alloy 316L must be used in any welded underwater components.

2.7.4 Fittings and clamps must be stainless steel. Bolts used in all fittings must be Type 316 stainless steel.

2.7.5 Where flexible connections are required for steering and fuel systems, suitable hose with permanently crimped, detachable reusable type fittings must be used.

2.7.6 All materials and equipment must be stored installed and tested in accordance with the manufacturer's guidelines, recommendations and requirements.

2.8 FASTENERS

2.8.1 All fasteners must be of corrosion resistant materials.

2.8.2 Cadmium plated parts and fasteners, including washers, must not be used.

2.8.3 Direct attachment of alloys containing copper to aluminium is not permitted except for an electrical bonding strap.

2.8.4 Where nuts will become inaccessible after assembly of the boats, nuts must be captured or anchored to allow reassembly and prevent backing off.

2.8.5 Unless otherwise specified, self-locking nuts must be installed to prevent loosening of fasteners due to shock and vibration.

2.8.6 Fasteners in deck traffic areas must be flush-mounted to eliminate tripping and snagging hazards.

3.0 OPERATIONAL REQUIREMENTS

3.1 GENERAL

Unless otherwise stated, performance must be for conditions of zero sea state and no wind, fresh water with Normal Load and complement. The boats must be designed and constructed for ease of maintenance and repair, long life, and to be easily supportable by local commercial facilities and suppliers. Unless otherwise stated, performance must be for conditions of zero sea state and no wind, in fresh water with Normal Load Condition. The boat is expected to have a service life of at least 12 years, with an expected usage of between 350 and 500 hours per year and meet the following minimum operational requirements:

3.1.1 Must meet ISO design category "C".

3.1.2 Maximum speed: 34 knots (at normal load condition);

3.1.3 Cruising speed: 26 knots;

3.1.4 Endurance: maximum speed for 2 hours. Run at 26 knots for 4 hours;

3.1.5 Capable of steering 15° from heading, in Beaufort Force 5, with seas from any direction;

3.1.6 Steer and manoeuvre effectively at 3 knots in Beaufort Force 5;

3.1.7 Maintain course, made good over ground, when proceeding at 3 knots with relative cross wind of 21 knots;

3.1.8 Operate carefully in depths of 1.0 meter with outboards lowered; and

3.1.9 Manoeuvring in depths of 0.8 meters with outboards partially raised position.

3.2 ENVIRONMENTAL CONDITIONS

Capable of operating day or night in the following conditions:

3.2.1 Average ambient air temperature range: -15°C to + 35°C

3.2.2 Average water temperature: 0°C to +20°C.

3.2.3 Wave heights of up to 1.5 meters (Beaufort Force 4).

3.2.4 Wind speeds of 17 - 21 knots (Beaufort Force 5).

3.2.5 Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm while maintaining stability to allow for safe transit in Beaufort Force 4.

3.3 LAUNCHING, RECOVERY & TRANSPORTATION

3.3.1 The boat must be readily road transportable on a trailer, must be able to be launched and recovered using the trailer at launch ramps.

3.3.2 The vessel must be equipped with a four-(4) leg, webbing lifting bridle. The location and arrangement of lifting gear must be such that it does not pose a safety hazard to the operator or crew nor interfere with boat operation. All bridle lifting lugs must be reinforced and proof tested in accordance with CSA Tackle Regulations. Lifting points must not be located below the deck or within lockers or compartments. Lifting points must be located so that the bridle does not snag on the boat structure, outfit or machinery. Lifting slings provided must be webbing strap type certified to safely lift the vessel in the Normal Loaded condition. Test margin 150% for four straps, or per CSA if higher standard.

3.4 BEACHING

3.4.1 Capable of beaching on soft (sand, earth or clay) surfaces at a speed of up to 5 knots without damage to the hull.

3.4.2 Capable of beaching on hard (stone or concrete) surfaces at speeds of up to 3 knots without damage to the hull.

4.0 PHYSICAL CHARACTERISTICS

4.1 VESSEL PARTICULARS

4.1.1 Length overall – between 8.3 and 8.6 metres

4.1.2 Breadth overall – 3.35 metres

4.1.3 Maximum draft (outboard motor lowered) - between 0.80 and 1.1 meters.

4.1.4 Displacement (in normal load condition) between 3400kg and 3800kg.

4.1.5 Normal load conditions:

4.1.5.1 Crew of 4 = 400kg

4.1.5.2 Fuel = 303 liters = 225kg

4.1.5.3 Equipment and supplies = 300kg

4.1.6 Maximum height on trailer must be 4.1 meters.

4.1.7 Certificate of Registry provided through Transport Canada must provide a certificate identifying the Gross Tonnage (GT) of Less than 5.0.

4.1.8 Vessel stern configured to accommodate – twin Yamaha 175 hp outboards – Government Supplied Material (GSM) and installed by the Contractor.

4.2 HULL FORM & STRUCTURE

4.2.1 The hull is to be a minimum 13 degree (transom) dead rise semi-displacement style mono hull with a single flat chine.

4.2.2 Hull shape must not impede water flow to the propulsion units and must direct spray and waves away from onboard personnel.

4.2.3 Hull and side plate – minimum ¼" thick aluminum.

4.2.4 Deck plate minimum 3/16" thick aluminum checkered tread plate supported with longitudinal aluminum angles spaced at 12" centers across the breadth.

4.2.5 Cabin sides minimum 3/16" thick aluminum and cabin top minimum 3/16" thick aluminum.

4.2.6 Cabin top must extend past the forward raked bulkhead providing a brim for additional sunlight deflection.

4.2.7 The hull and decks are to be transversely framed with watertight bulkheads at 60" intervals and longitudinally stringered (minimum of three (3) longitudinal channel members each side, port and stbd and one on centerline).

4.2.8 An aluminum beaching shoe is required minimum 3/16" thick and 6" wide on centerline, from just below the bow eye along the length of the hull extending to the transom of the vessel to protect against damage from grounding or similar hazards. This shoe shall not detract from performance or sea keeping capabilities, and it shall be capable of withstanding the horizontal and vertical impact loading associated with the boats operational requirements. (See section 3.4 Operational Performance - Beaching).

5.0 VESSEL CONFIGURATION

Aluminum hull/cabin workboat with primary working deck aft, cabin to be centered amidships with a cuddy below the fore deck.

5.1 GENERAL DECK ARRANGEMENT

5.1.1 Vessel cabin style - full beam with 360 degree access on top of bulwark and foredeck.

5.1.2 Vessel must have a raised foredeck in way of the cuddy to maximize cuddy headroom.

5.1.3 Full breadth forward raked cabin located amidships with step down access from the aft deck and bulwark walk around access on port and stbd sides. The cabin must include a forward cuddy maximised under the fore deck with a Bomar escape hatch or equal on the fore deck, the hatch must be sized to meet TCMSB requirements for egress.

5.1.4 Open aft deck, length of working space to be minimum 3.0 meters, self-bailing deck with "non-return" auto scuppers.

5.1.5 Top of bulwarks around the perimeter of the vessel must be flat across their whole width.

5.2 CABIN – GENERAL

5.2.1 The cabin inside length must be a minimum of 2.2 meters, to meet the requirements of this TSOR.

5.2.2 The cabin must have 198 centimetres of headroom internal clearance (6'-6") on centreline with walkthrough access to the cuddy cabin.

5.2.3 The cuddy cabin must have two bunks, a light, and an access door from the main cabin. The cuddy must be insulated with a protected lining.

5.2.4 There must be one sliding weathertight access door on the aft end of the cabin and a Bomar access hatch in the fore peak cuddy. The door must have a vertical sliding/locking aluminum framed window. The door and the bomar hatch must have positive retention in the open position with locksets. All locks and hardware must be of stainless steel construction. Aft door to slide to port and forward bomar hatch must be hinged on the forward side.

5.2.5 The cabin must be fitted with proven manufacturers' aluminum framed windows (with screens for sliders), ISO Category B certified and sized to maximize visibility, as follows:

5.2.5.1 Three (3) forward facing fixed windows;

5.2.5.2 Two (2) fixed side windows, one in way of the operator position and a second mirrored to the port side;

5.2.5.3 Two (2) side sliding window assemblies, one stbd and one port maximised for

operator and navigator viewing; and

5.2.5.4 Two (2) fixed windows, aft bulkhead on either side of the sliding door.

5.3 CABIN – OUTFIT

5.3.1 This boat must be equipped with four (4) marine seats in the cabin for the operator and the navigator, as a minimum these seats must meet the requirements of a Grammer MSG85/722 seat with arm rests, head rests, swivel, slide and height adjust functions.

5.3.2 An overhead console must be fitted at the operator's position with space adequate for one VHF radio and a lockable storage compartment, which must not protrude into the headroom of the operator.

5.3.3 Grab Handles interior - There must be grab handles positioned as follows:

5.3.3.1 Four (4) overhead in way of the seats in the cabin. Locate over foot space ahead of seats; and

5.3.3.2 Two (2) at the aft door exterior one vertical on port side of door opening and one at the door opening under the cabin top.

5.3.4 Grab handles are required around the exterior perimeter of the cabin top, one (1) vertical grab handle just outside the sling door on the stbd side.

5.3.5 Flooring: All interior floor covering must be non-slip approx 3/8" shock and sound absorbing rubber with embossed tread pattern.

5.3.6 Interior Finish: The interior of the boats must be in a speckled grey colour, Zolotone "Granite" or equal. All rough edges and sharp angled corners must be rounded and ergonomically adapted. The space must have screwed on interior lining plates with thermal insulation between frames. Frame faces must have thermal barrier strip isolating interior panels.

5.3.7 Foot Rests - There must be two (2) footrests, one (1) for the operator and the second for the navigator, foldable footrests.

5.3.8 Helm Station:

5.3.8.1 The Helm station will be on the stbd side of the console, with controls on stbd;

5.3.8.2 The helm will incorporate a steering system, capable of handling the horsepower of the vessel, with manufacturers' engine controls designed for the power unit;

5.3.8.3 There will be provision for an array of control gauges and electronic equipment at the helm position, see section 7.4;

5.3.8.4 There will be a console mounted magnetic compass, see 7.13.11; and

5.3.8.5 All lights switches and breakers must be within easy reach of the operator.

5.3.9 The contractor must supply and install a diesel furnace heating system. This heating system shall be a Webasto Air Top 2000 forced air diesel furnace, configured to perform cabin heating and window defogging with optional inline speed controlled fan for forced air supply. The Contractor shall calculate the required size of the total space being serviced by the heater and use this measurement when ordering the system. The Contractor shall install the system as per the manufacturer's recommendations.

5.3.10 A 12VDC marine grade toilet water closet must be fitted in the cuddy cabin, located on centreline as far forward as possible and between the two bunks. Venting of the cuddy cabin must be provided. A holding tank with easy access

pump out is to be installed. Supply water to the toilet must be fitted with an easily accessible shut off valve. Sewage system and capacity must meet Transport Canada Vessel Pollution and Dangerous Chemicals Regulation sect 90 (1).

5.3.11 Four (4) coat hooks must be installed in the cabin.

5.4 UTILITY LIGHTING

ALL LIGHTING IS TO BE LED POWER MANAGEMENT IS CRITICAL DUE TO VOLUME OF ELECTRONICS

5.4.1 Lighting interior, all lights must have individual switches.

5.4.2 The interior cabin must be equipped with two rows of two overhead LED red/white lights, on port and stbd sides.

5.4.3 Exterior lighting; there must be two (2) flood lights fitted on the cabin top, facing the stern, Hella model 1GB-998-541-001 or equal. In addition one (1) remote control spotlight to be mounted on cabin top facing the bow, Guest Model SPL 12W or equal.

5.4.4 Three (3) 12 VDC power points required, one (1) at the console for the operator, one(1) for the navigator one (1) on the aft bulkhead, stbd side.

5.4.5 Dual isolation transformers and galvanic isolators must be integrated into the vessels electrical system.

5.4.6 There must be one (1) 110 VAC power receptacles in the main cabin on the aft bulkhead, port side.

5.4.7 There must be one (1) shore power 110v receptacles, 30-amp connections, on aft exterior bulkhead of cabin to service the vessel.

5.4.8 A front windshield defroster(s) must have a variable three-speed fan and be ducted and integrated with the heater to multiple outlets to be capable of clearing the entire front windshield area of the vessel and blowing either cold or heated air.

5.4.9 Two wipers with pantograph arms must be installed on the port and starboard forward windows. A variable speed switch located on the operator's console must activate wipers individually.

5.4.10 Two recessed bow lights that are spot /flood combination made by Rigid or equivalent, to be place on either side of the bow. Lights must not protrude from the hull and be waterproof.

6.0 <u>OUTFIT GENERAL</u>

6.1 HULL OUTFIT

6.1.1 Bow Eye: A recessed system is to be designed and incorporated into the construction of the stem that allows for the bowline and or trailering hook to be attached to the bow. Port and Starboard stainless steel trailering tie down points to be incorporated in transom.

6.1.2 The boats must be equipped with spring-line cleats, three (3) on the port side and three (3) on the stbd side.

6.1.3 Forward of the cabin, the boats must be equipped with removable aluminium or stainless steel side grab rails, split bow rail providing a minimum of 36" height from top of the foc'sle deck, both port and starboard sides.

6.1.4 Aft of the cabin, the boats must be equipped with removable aluminium or stainless steel grab rails providing a minimum of 36" height from the inner deck to the top of the rail and that extend around the perimeter of the transom, continuing along the side of the boat and allowing for a 610mm gap with no rail just aft of the cabin both port and stbd sides.

6.1.5 Boats must be fitted with aluminium protective pipe bracket guard for the outboards.

6.1.6 A motor splash well must be provided for mounting of the outboard motors and segregation of the outboards and the aft deck.

6.2 DECK OUTFIT

6.2.1 There must be a minimum of four (4) recessed deck tie downs on the aft deck;

6.2.2 One (1) anchor bit and anchor storage mount with quick release on the fore deck;

6.2.3 One (1) 15" X 24" BOMAR model C41524-H (hinged) hatch must be installed on the aft deck for stowage of operational kit;

6.2.4 One (1) 15" X 24" BOMAR model C41524 (Non-hinged) shall be installed in the deck of the cabin;

6.2.5 There must be chain plates with lifting eyes of sufficient rating to lift the vessel in normal load condition, loaded in the Contractor supplied four (4) legged sling; and

6.2.6 A cruciform tow post must be fitted at the transom for emergency towing. Sized and certified with safe working load equivalent to 1.5 times the maximum hp of the vessel. The safe working load is to be permanently stamped and clearly identified on the top of the tow post.

6.2.7 Two (2) Lockable aluminium storage boxes must be installed on the aft deck. Approximate size 2' x 2' x 3' high, the boxes must be removable from the deck from the inside of each box.

6.3 LIFESAVING & EMERGENCY EQUIPMENT

The following items must be supplied and provided with stowage / securing arrangements (as appropriate for each item). All fittings, Contractor supplied, must be heavy duty, corrosion resistant stainless steel fittings. All items must be readily accessible:

6.3.1 One (1) Fire extinguisher (Class B1, marine type);

6.3.2 Two (2) paddles;

6.3.3 One (1) manual bilge pump (built in), for the hull, Whale Gusher type;

6.3.4 One (1) life buoy with heaving line not less than 15 meters;

6.3.5 One (1)watertight flashlight;

6.3.6 Pyrotechnics Type A Qty: 3, Type B or C Qty: 3;

6.3.7 First Aid Kit;

6.3.8 One (1) Air horn;

6.3.9 Boat hook, 8 feet long (retractable);

6.3.10 One (1) Transport Canada approved radar reflector;

6.3.11 Anchor (Fortress FX16 model or equivalent) with 200 feet of ¾ line and a 5 meter galvanized chain;

6.3.12 Drogue sea anchor and 100 feet of 1/2 " braided nylon line; and

6.3.13 Mooring lines, four (4) X 20' X 5/8" braided nylon line with eye spliced into one end.

6.3.14 One (1) life-raft, 6 man Transport Canada and SOLAS approved with canister, the Viking 6DK+ Low Profile will meet this requirement. Life-raft to be mounted on aft cabin top. Life-raft accessories must include the following:

6.3.14.1 Deck Cradle 1014576 (Viking);
6.3.14.2 Hammar H20 Hydrostatic Release;
6.3.14.3 Shackle, Long Type 8mm; and
6.3.14.4 Wichard 2675 Slip Hook.

7.0 <u>SYSTEMS GENERAL</u>

7.1 PROPULSION

7.1.1 Outboard motors will be Government Supplied Materiel (GSM) twin (2) 175 HP Yamaha gasoline outboard engines. The Contractor must install the outboards, supply and install the controls for the outboards.

7.1.2 The engines must be installed, mounted and operated in accordance with the engine manufacturer's recommendations by the Contractor. The Contractor must supply and install the engine manufacturer's approved accessories and equipment. Equipment and components must not be used, or trials performed on the engines that would, in any way, void the engine manufacturer's warranties.

7.2 PROPELLER(S)

7.2.1 Four (4) identical propellers (two (2) spares) must be provided by the contractor (CFM) for the vessel built.

7.2.2 Propeller(s) must be properly sized and contractor installed.

7.2.3 The Contractor must inform the Technical Authority of appropriate pitch and diameter to meet the Performance Requirements as determined by the contractor developed design check.

7.2.4 The propellers must be of stainless steel.

7.3 CONTROLS

7.3.1 Propulsion control system installation must include a dual binnacle engine controls located on the starboard side of the helm console. The controls must conform to engine manufacturer's recommendations and must not interfere with any of the other controls.

7.3.2 Engine package must incorporate a lanyard style automatic shutdown feature (kill switch) for the engines, to be mounted near the ignition switch

7.4 ALARMS

Monitoring system for the engines must include the following alarms:

7.4.1 Oil level gauge, for the remote tank;
7.4.2 Coolant flow alarm, if applicable;
7.4.3 Engine overheat/high temperature alarm.

7.5 VERIFICATION OF INSTALATION

Installation of the motors, controls, lubrication and fuel systems, manometers, battery connections, are to be verified by an authorized technician. The motors are to be

started by the authorized technician, who must provide a written report with a copy for the Technical Authority.

7.6 ENGINE BREAK-IN

The Contractor is to respect the engine manufacturer's break-in procedures and must have the appropriate authorized technician present during the break in period to resolve any issues.

7.7 STEERING

7.7.1 Steering system must be remote hydraulic with self-contained oil reservoir, and replaceable seals on the rams, unless propulsion system builder requires alternate steering arrangement.

7.7.2 Hydraulic hoses must be of sufficient size and length to prevent pulsing. Hoses must be suitable for use in an exposed marine environment complete with stainless steel fittings.

7.7.3 Steering systems must be hydraulic with a maximum of 3.5 turns from hard over to hard over. (The SeaStar® and / or DayStar steering systems, depending on vessel horsepower, from Teleflex meet this requirement).

7.7.4 All hydraulic steering hoses must be routed below deck and all hoses must be routed so that there are no pinch points on the hoses.

7.7.5 The wheel / console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.

7.7.6 The steering wheel must be stiff enough that during rough water operations there is no flexing of the wheel and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip. (Momo Marine steering wheels meet these requirements).

7.8 PROTECTION OF CONTROLS

All control cables, electrical wiring for the motors and the steering hydraulic hoses are to be installed in UV resistant plastic pipes (LOOM) or equal. These pipes are to be installed in such a manner as to ensure that no cable is immersed in water.

7.9 FUEL SYSTEM

The complete fuel systems must be supplied, installed, labeled and tested in accordance with Section 7 of TCMSB TP 1332 and ABYC specifications.

7.9.1 The fuel system must include two (2) Racor filter/separators with see-thru bowls, suitable for fuel supply to the twin gasoline outboard motors.

7.9.2 All fuel valves must be readily accessible and labeled as per TCMSB TP 1332.

7.9.3 Locking Fuel filler must be located in an accessible watertight / vented compartment designed to catch fuel from over filling or blow back, so that the fuel does not enter the vessel as per TCMSB TP 1332 requirements.

7.9.4 Remote fuel shutoff maintenance valves are to be installed at filter/ manifold system and be easily accessible by vessel operators.

7.9.5 Shut-off valves must be installed in accordance with TP1332 and ABYC requirements, remote from the fuel tanks and engine compartments. Labeled as per TCMSB TP 1332 requirements.

7.9.6 The fuel tank must be equipped with an anti-syphon valve installed on the suction.

7.9.7 Fuel tank vent pipes are to be equipped with a non-return check valve.

7.10 Fuel Tank

7.10.1 The vessel must be fitted with one (1) fuel tank with baffles as necessary.
7.10.2 The tank must be aluminum and fitted below the deck.
7.10.3 The total capacity must be a minimum of two hundred liters (303) liters.
7.10.4 Fuel Tank must be hydrostatically tested, or air tested to 3.0 p.s.i. and be labelled per the requirements of TP1332.
7.10.5 Fuel tank(s) must be fitted with fuel level/capacity sender unit and a gauge on the dash of the console for the operator.
7.10.6 The fuel tank(s) is(are) to be equipped with anti-siphon valve(s) installed on motor inlet if flow rate meet the manufacturer's requirement.
7.10.7 In the event that the boat is fitted with two (2) fuel tanks, the vessel must be equipped with cross-over valves to allow the engines to procure fuel from any tank. These valves are to be clearly identified and easily accessible.

7.11 ELECTRICAL SYSTEM

The electrical system design, component selection and installation must be in accordance with Canadian Standards Association C22.2 NO. 183.2-M1983 (R1999) "Standards for D.C. Electrical Installations on Boats", and TP1332 and/or ABYC 'E' as referenced by TP1332. All electrical equipment and hardware must be installed in accordance with the manufacturer's specifications

7.11.1 Twelve Volt (12V) DC distribution system must be provided to power the engine starting and boat service loads including:
7.11.2 Navigation lights;
7.11.3 Exterior Lighting;
7.11.4 Navigational equipment;
7.11.5 Instrumentation;
7.11.6 Bilge Pumps;
7.11.7 Electronics; and
7.11.8 Communications
7.11.9 Ancillary Items
7.11.10 All electrical equipment must be readily accessible for performing maintenance.
7.11.11 Three (3) marine quality 12V power outlets one must be must be installed in the main cabin. There must be two USB charging ports on the helm.

7.12 BATTERIES, CABLES AND CHARGING SYSTEMS

7.12.1 Two (2) dedicated starting batteries, type M30MF for the outboards. Dual-battery system, minimum 1000 cranking amps with dual-battery selector switch mounted in a recessed position that conforms to engine manufacturer's specifications.
7.12.2 Twelve (12) volt DC distribution system must be provided to power the engine starting and boat service loads including:
7.12.2.1 Navigation, interior, and exterior lighting;
7.12.2.2 Electrical equipment;
7.12.2.3 Instrumentation; and
7.12.2.4 Bilge pumps and alarms.
7.12.3 Batteries must be marine grade, 12 V, deep cycle maintenance free glass mat or gel type (no custom batteries), and with the ability to cross connect for inboard or outboard start-up of either engine from either battery where the system has a

house battery in addition to the start batteries, the house battery shall be able to be joined to the start batteries if necessary.

7.12.4 Battery switches must be Certification Agency, (CE, CSA, USCG, etc.) approved and must be mounted to prevent snagging or accidental switching.

7.12.5 Battery compartment must be weather tight and fitted with a suitable means of gas venting including for 'sealed' batteries.

7.12.6 Cables for all electrical distribution must be ample in size for the particular service, of marine grade tinned boat cable.

7.12.7 The electrical system design, component selection and installation must be in accordance with TP1332 and/or ABYC 'E' as referenced by TP1332. All electrical equipment and hardware must be installed in accordance with the manufacturer's specifications.

7.12.8 Breaker panels to be appropriately sized for the equipment detailed in this TSOR with a minimum of two (2) spares.

7.12.9 One (1) remote 12V marine grade accessory plug must be supplied and installed near the operators.

7.12.10 All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.

7.12.11 All operation switches for equipment must be labelled.

7.12.12 One (1) shore power connection must be fitted as identified in section 5.4.7, complete with a marine grade service rated 30-ft shore power cable, capable of supplying 120V AC, 30 ampere, single-phase service on each boat.

7.13 CABLING INSTALLATION

PROTECTION OF CONTROLS - All control cables, electrical wiring for the motor and the steering hydraulic hoses are to be installed in UV resistant plastic pipes (LOOM) or equal. These pipes are to be installed in such a manner as to ensure that no cable is immersed in water.

7.13.1 Cables for all electrical distribution must be ample in size for the particular service, of marine grade tinned boat cable.

7.13.2 Cables must be grouped into wiring harnesses wherever possible. All wiring harnesses must be routed through protective conduit pipe. Where impractical cables and conductors must be supported with clamps or straps at least every 18 inches on horizontal runs and every 14 inches on vertical runs.

7.13.3 Cabling / conductors passing through watertight boundaries, decks, bulkheads or other exposed surfaces must be installed to maintain watertight integrity of the structure. Cable entry into watertight enclosures must be through watertight marine glands of suitable size.

7.13.4 Cabling / conductors passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets.

7.13.5 Routing cables through foamed spaces must be avoided wherever possible. Cables that must be routed through foamed spaces must be run in PVC conduit pipe. The pipe must be arranged in a manner that prevents water from becoming entrapped in the pipe.

7.14 NAVIGATION LIGHTING

LED lighting must be used

7.14.1 Navigation lights must be permanently fitted to boat with protected wiring and must be waterproof. All around mast /anchor light ratchet mast mounting is acceptable.

7.14.2 The fixtures must be of such a design as to resist the effects of vibration and must be provided with adequate protection from damage that may occur when lying alongside a vessel or a pier. (The Hella NaviLED Series of lights, including the NaviLED 360 all–round light , and NaviLED side lights meet this requirement.)

7.14.3 Non-white lighting must be wired together on a separate breaker of the 12 volt DC electrical system. All around Mast /Anchor light showing clear above the radar scanner as per TP 1332. One three way rocker switch, labelled "NAV" which turns on all Nav lights. When switched to the "ANC" side, only the anchor light is on.

7.15 ELECTRONIC AND NAVIGATION EQUIPMENT

The Contractor must supply and install the following electronics and integrate a NMEA2000 bus to interconnect the Simrad equipment. All antennas must be mounted on cabin top with fold down connections for road travel. All cable penetrations must pass through watertight glands:

7.15.1 Simrad NSS 12 EVO 2, c/w GPS, Sonar and radar capabilities. The system must be able to interface with Regulus II BSB charts;

7.15.2 4G Broadband Radar for Simrad NSS series includes Scanner, scanner cable 20m (66 ft), R110 interface box, Yellow Ethernet cable- 1.8m (6ft);

7.15.3 Simrad BSM-1 Sounder module with Airmar B164 Bronze tilted element Thru Hull 50/200Khz;

7.15.4 Simrad integrated Auto-pilot, AP2403 VRF;

7.15.5 Simrad Go-7, Backup GPS

7.15.6 NAIS 400 AIS transmit/receive/ gamss 2 Antenna;

7.15.7 Navionics MSD/NAV+CAD chart card;

7.15.8 GS-25 antenna/N2k Kit (for radar overlay);

7.15.9 One (1) Standard Horizon GX 5500S VHF with DSC capabilities radio. Complete with loud hailer/intercom function plumbed to Radio. VHF must be connected to GPS via NMEA to complete DSC capabilities;

7.15.10 Antenna, specification is Comrod AV60P-4 and Shakespeare 4187 -HD SS ratchet mount and 408 stand-off bracket;

7.15.11 One (1) ICOM IC802 HF radio;

7.15.12 Additional GPS receiver installed and wired to the HF radio for MMSI functionality;

7.15.13 One (1) Shakespeare UHF antenna, Galaxy model 5390;

7.15.14 Whelan 295SL100 Loud Hailer / Siren complete with speaker;

7.15.15 Clarion 437 M309 CD AM/FM stereo with two (2) 6.5" waterproof speakers;

7.15.16 The Contractor must supply and install an electric horn that meets the requirements of the Canadian Standards Association (CSA) Collision Regulations. The horn must be operated by a spring-loaded switch located on the operator's console;

7.15.17 The Contractor must provide and install a direct read compass with light on each boat. The magnetic compass must be mounted on the centreline of the operator stations, in easy view of the operator when facing forward. Deviation card development is an Owner responsibility. (The Ritchie Explorer meets this requirement.); and

7.15.18 Externally Mounted EPIRB ACR RLB-35.

7.16 DRAINAGE & BILGE SYSTEMS

7.16.1 An electric bilge pump with 2000 gph capacity must be fitted in the main hull or largest watertight division as well as a fixed manual operated bilge pump of the diaphragm type. The bilge pump(s) must be located so that they take suction from the lowest point of the hull. Piping must be installed which will allow the bilge pump(s) to discharge directly overboard. Any additional watertight division of the hull will be serviced by a bilge pump of 1500 GPH capacity. The wire gauge for all bilge pumps must be a minimum of 10 gauge.

7.16.2 An automatic level sensor control must be fitted that turns on the electric bilge pump (Non-Pedal type) when water is present in the bilge. The electric bilge pump control switch must be located on the operator's console, with settings for 'momentary on', 'off', and 'automatic' operation. An indicator light must be provided at the control that lights when the bilge pump is operating.

7.16.3 High water alarm for the engine installation space and every other space serviced by a bilge pump.

7.16.4 Hull drainage - a brass or stainless steel threaded plug must be provided in the lowest point to drain the hull when out of the water.

7.16.5 Valves and handles must be made of non-corroding materials and must be located where they are readily accessible for operation, maintenance or removal.

7.16.6 GENERAL - Any forward water retaining compartment without pump must have a piped drain to the aft bilge with a stainless steel ball valve. The valve must be readily accessible for testing or draining the forward bilge to the aft pump.

7.17 PAINTING AND CORROSION PROTECTION

Aluminium components not identified for paint must have a clear coat painted finish on all specified exterior and interior surfaces, comprised of suitable etch, primers, and topcoat. Contractor must follow the preparation and application requirements defined by the paint supplier. Typical single coat paint systems can be applied in the 5 to 7-mil thickness range per coating set. Typical system components would be: a) etch-primer; b) two coats of primer; and c) minimum two topcoats.

7.17.1 The standard color of the console of each boat must be international F000, Mist grey. All upholstery must be grey.

7.17.2 Hull above the water line and cabin: SharkHide Aluminum protectant

7.17.3 Exterior Decks and top of bulwarks (around the perimeter of the boat): Anti-slip, Sure-Foot grey.

7.17.4 Underwater hull antifouling for Aluminum Trilux II color: Black

7.17.5 Prior to delivery, the Contractor must ensure that all non-painted interior or exposed surfaces are free of cosmetic blemishes, including all construction marks, scratches, gouges and stains.

8.0 TESTS & TRIALS

The Contractor must conduct their own inspections, tests and trials to verify successful completion of the Work in accordance with this TSOR and the proper operation of the vessel and all associated equipment. The requirements for inspections, tests and trials and associated deliverable documentation are defined in the Contract and Annexes to the contract including any test, trials or sample reports attached thereto. All discrepancies identified through the inspection, test and trials processes must be corrected prior to delivery.

8.1 TESTS - GENERAL

8.1.1 The Contractor must inspect and test the following items, as a minimum, for adherence to the contract requirements and proper operation (proper operation means that the equipment can be started, operated, connected together and demonstrated to function in a normal fashion, as applicable). All discrepancies must be corrected prior to delivery. The required inspections and tests are minimums and are not intended to supplant any controls, examinations, inspections or tests normally employed by the Contractor to assure the quality of the boats:

- 8.1.1.1 Weight;
- 8.1.1.2 Construction Quality;
- 8.1.1.3 Lifting Gear;
- 8.1.1.4 Propulsion Engines, including starting;
- 8.1.1.5 Steering System;
- 8.1.1.6 Fuel System;
- 8.1.1.7 Electrical System; and
- 8.1.1.8 Electronics.

8.2 SEA TRIALS - GENERAL

8.2.1 Sea trials must be conducted by the Contractor to demonstrate the boats and their equipment conform to the requirements as stated in the contract. All expenses incident to the trials must be borne by the Contractor, including fuel unless otherwise specified. A crew provided by the Contractor must operate the boats during sea trials. The minimum acceptable sea trial is identified in Appendix A.

8.2.2 All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, must not replace the boat's instruments.

8.2.3 The Contractor must submit a Test & Trials Plan, including a description of all of the acceptance trials to be performed for each boat. The boats must operate in the Normal Loaded Condition. As a minimum, the following trials must be conducted for each boat:

- 8.2.3.1 Speed Trials - The speed trials must be done over a course at least one (1) nautical mile in length. Two (2) runs must be made over the course, one (1) in each direction with the speeds for the two (2) runs averaged. The use of GPS data (averaged) is acceptable;
- 8.2.3.2 Endurance Trial -The boats must operate in the Normal Loaded Condition, at maximum speed for no more than the maximum time allowed if it has not

operated for the minimum break-in period (typically five (5) hours);

8.2.3.3 Astern Propulsion - The boats must be operated and manoeuvred using astern propulsion to establish the astern performance. During the backing performance tests the throttles must be set to provide 1/3 of the rated engine horsepower; and

8.2.3.4 Steering Gear - Tests must be conducted on the steering gear to demonstrate the adequacy of the steering system under all operations. Manoeuvring tests must be performed to ensure that each boat meets the stated requirements. Manoeuvring trials must be conducted in the Normal Load Condition and repeated in the Full Load Condition.

8.2.4 The Contractor must provide a Tests & Trials Sheet, (Appendix A) for each boat and include this sheet in the technical publications (see section 9.4).

8.2.5 The Contractor must notify the Contracting Authority and the Technical Authority Canada no less than two (2) weeks prior to sea trials. At a minimum, the Technical Authority will witness and attend the sea trials. Sea trial results must be forwarded to the Technical Authority prior to the delivery of the boats.

8.2.6 At the conclusion of sea trials, each boat must be thoroughly cleaned and inspected. Engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the boats or ancillary equipment resulting from sea trials to the satisfaction of Canada.

8.2.7 For the purpose of the trials, Normal Loaded Condition must be considered to be the basic boat, fitted with all normal equipment, full fuel, with complement and loads per Boat Particulars, section 4.1.

8.2.8 Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The boats must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and installation.

8.2.9 Stability examination per TP1332, with ISO Design Category "C" further will require the Contractor to record all stability calculations and assessment utilizing ISO 12217-1, ISO 11812 and ISO 12216 with all detailed calculation worksheets, providing a copy for each boat produced as per Section 9.4.1.

8.2.10 Final Inspection - Upon delivery, the Technical Authority, or a representative of the Technical Authority will conduct the final delivery inspection. The Contractor must document the results of the delivery and provide these results to the Technical Authority and the Contracting Authority for Acceptance as per the Contract. The Contractor must repair any damage to the boats/equipment resulting from shipping to the satisfaction of Canada.

9.0 DOCUMENTATION

9.1 GENERAL

All documentation to be included in the Technical Publications must be provided in both official languages (French and English).

9.2 NATIONAL ASSET CODE

9.2.1 The Contractor must add this five (5) character code to the builder's plate of the boat with the prefix "National Asset Code".

9.3 BUILDER'S PLATE

9.3.1 A Builder's plate must be affixed to the vessel and trailer in a readily visible location, e.g. for a boat, in way of the operator position, for a trailer on the left side of the tongue.

9.3.2 The plate must be made of a weather resistant material compatible with that to which it is affixed.

9.3.3 The dimensions of the plate must be not less than 200mm x 125mm

9.3.4 The plate must contain the following information, permanently etched:

9.3.4.1 National Asset Code;

9.3.4.2 Builder;

9.3.4.3 Hull Number;

9.3.4.4 Year of Construction; and

9.3.4.5 Lightship Weight in kilograms.

9.4 TECHNICAL PUBLICATIONS

9.4.1 The Contractor must provide, upon delivery of the boats, complete set of technical publications of a comprehensive owner/operator manual that provides a physical and functional description of the boat, it's machinery and equipment, AC and DC electrical system schematics as well as delivery testing and sea trial results (Appendix A) including stability calculation documentation.

9.4.2 The Contractor is to provide copies of the technical publications as follows:

9.4.2.1 One (1) complete hard copy and one (1) electronic copy of technical publications to be delivered with the boat.

9.4.2.2 One (1) complete hard copy and one (1) electronic copy of technical publications to be delivered to the Technical Authority.

9.5 GENERAL INFORMATION SECTION

9.5.1 The General Information Section must include a description of the arrangement and function of all structures, systems, fittings and accessories that comprise each boat, with illustrations as appropriate:

9.5.1.1 Operating procedures;

9.5.1.2 Basic operating characteristics (such as temperatures, pressures, flow rates);

9.5.1.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step;

9.5.1.4 Recommended planned maintenance; and

9.5.1.5 Complete troubleshooting procedures.

9.6 ADDITIONAL DELIVERABLE DOCUMENTATION

9.6.1 The following additional documentation must be supplied in the manuals delivered (defined in 9.4.2) for the boat:

9.6.1.1 Tonnage Registration Certificate in accordance with TP 13430 - http://www.tc.gc.ca/eng/marinesafety/svcp-gt-3948.htm ;

9.6.1.2 Registration to the Small Vessel Compliance Program (SVCP) Website: http://www.tc.gc.ca/eng/marinesafety/svcp-menu-3633.htm ;

9.6.1.3 Two (2) Bill of Sales, one (1) for the vessel and one (1) for the trailer;

9.6.1.4 Test & Trial results as required by Appendix A;

9.6.1.5 Acceptance Certificates, i.e. life-saving appliances, lifting appliances, engine test reports, calibration certificates, extinguishers, etc;

9.6.1.6 A valid Motor Vehicle Registration Certificate for the relevant Province, for the trailer; and

9.6.1.7 Testing Check Sheets.

10.0 SHIPPING AND DELIVERY

Prior to shipping, the boat is to be cleaned, appropriately protected and covered in accordance with the instructions specified in this section.

10.1 Prior to shipping, the boat must be secured on their respective trailers, cleaned, preserved and covered in accordance with this section. All areas of the boat are to be cleaned prior to covering for shipping. Bilges are to be dry and free of oil and debris and the fuel tanks must be full with fuel stabilizer added.

10.2 The propulsion systems must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that will be subjected to freezing temperatures.

10.3 The batteries are to be disconnected. A warning plate is to be tied to the steering wheel with a wire indicating that the boat has been protected for shipping and storage and must not be started until the propulsion machinery has been reactivated.

10.4 All contact points with the boat are to be padded. A shrink wrap cover is to be provided to protect the boat during shipping and storage.

10.5 Means of Delivery: The Contractor must deliver the vessel/trailer combination, the trailer supplied for the boat must not be utilized as means of delivery.

11.0 WARRANTY AND SERVICE PROVISIONS

11.1 COMPONENTS AND EQUIPMENT SUPPORT

All components and all mechanical, auxiliary, electronic and electrical equipment installed on the boat must be supportable by parts and service in Canada within 30 days.

11.2 SPARE PARTS

To facilitate replacement and inter-changeability of parts, as well as maintenance procedures and operator training wherever practicable the Contractor must standardize on selection of equipment, fittings and fabrication methods within all boats supplied.

12.0 TRAILER

12.1 The Contractor must supply a tandem axle trailer to fit the boat, aluminum I beam construction and be rated at least 20% over the anticipated 'normal load' weight of the boat, Boatmaster trailer or equivalent . The trailer must be certified commercial requirements in accordance with Department of Transport regulations for towing the vessel, and be constructed and equipped with the following:

12.1.1 Tandem axle trailer, aluminum I beam construction with spare tire on rim (mounted to front of trailer), safety chains and positive pressure air tight

bearing protection with grease nipples and an access ladder to the bow of the boat;

12.1.2 Brake and turn signal submersible style LED lighting, with 7-prong flat wiring connector. (Note requirement for other connector if required for the equipment listed for trailer);

12.1.3 Stainless steel calipers, mounting brackets and rotors with the appropriate brake pads;

12.1.4 Electric/Hydraulic, jurisdiction compliant braking system;

12.1.5 Manual, two speed bow winch assembly 3500 lb capacity with winch webbing strap 14000lb capacity, non-corroding safety hook, bow chock;

12.1.6 Heavy-duty 'stand-on' diamond plate step fenders with mud flaps and hitch to accommodate a 2 5/16 inch ball;

12.1.7 Bunks and wheel mounted spare tire and carrier, with lug wrench; and six removable attachment points. Bunks must be lined with polymer UHMW;

12.1.8 Trailer to be supplied with four (4) ratchet tie down straps with hooks securing boat to trailer aft. Turnbuckle to be provided for securing boat to trailer forward;

12.1.9 The trailer must be fitted with a 8000lb drop leg side wind jack with 2500lb caster wheel with anti-reversing mechanism;

12.1.10 Class III weight distributing hitch compliant;

12.1.11 Radial tires approved for trailers, minimum LT 235/75R 17.5 6007 lbs @ 125 PSI Load range D tires on 6-bolt solid galvanized rims, with an equivalent sized spare on a high mount bracket. The tires must have a capacity equal or superior to the load capacity of the trailers; and

12.1.12 Diamond plate tool box with wrench, jack for tire replacement on the road, spare strap and spare hub with bearings and grease.

12.2 The contractor must record the trailer sales and registration information and provide the information in each vessel manual.

APPENDIX A

SMALL BOAT / VESSEL TESTS & TRIALS SHEET

CONTRACT # F7044-170023

Small Boat / Vessel Builder:			
Small Boat / Vessel Description:			
Hull Identification Number:			
National Asset Code:			
Date of Trials:			
Personnel in Attendance:			
Builder			
PWGSC			
DFO			
DFO			
Time: ____________ hrs Departing from			
Small Boat / Vessel Weights:	Dry Weight of Hull with cabin:		________ lbs/ ________ kg
	Furnishings & Fittings:		________ lbs/ ________ kg
	Engines & Equipment:		________ lbs/ ________ kg
	Fuel: __________ Imp gal	Fuel: __________ Litres	________ lbs/ ________ kg

	Total Weight of Small Boat/Vessel:	________ **lbs/** ________ **kg**
	Number of Crew_____and operating equipment:	________ lbs/ ________ kg
	Test Total Laden Weight:	________ **lbs/** ________ **kg**
	Trailer weight:	________ **lbs/** ________ **kg**
	Boat & Trailer weight:	________ **lbs/** ________ **kg**
Motors: Starting - Operation **"IDENTIFY INBOARD/OUTBOARDS"**	**Port**	○ **Immediate, Yes / No**
	Starboard	○ **Immediate, Yes / No**
Propellers/Impellers	**Pitch**	________
	Diameter	________
	No. of Blades	________
	Stainless Steel or Aluminum	○ **S/S** ___ **AL**
Static Attitude & Trim:		
Weather Conditions: Refer to attached Beaufort Wind Scale. BWS No. _____		
Speed Trials	**Speed Required** ________ **-** ________	**knots**
	Cruising Speed: measured mile 1 way	________kts @ ________rpm
	Cruising Speed: measured mile return	________kts @ ________rpm

	Averaged Cruising Speed:	**______kts @ ______rpm**
	Maximum Speed: measured mile 1 way	______kts @ ______rpm
	Maximum Speed: measured mile return	______kts @ ______rpm
	Average Maximum Speed	**______kts @ ______rpm**
Full Throttle	From dead stop to plane	______ **seconds**
	From dead stop to 30 knots	______ **seconds**
Astern Propulsion:	Straight line to 2000 rpm	○ **Issues, Yes / No**
	Hard a-port	○ **Issues, Yes / No**
	Hard a-starboard	○ **Issues, Yes / No**
	Emergency stop	______ **seconds**
Tubes (if applicable)	No. of Chambers	______
	Semi-auto fill system	○ **Yes / No**
	Time to fill all chambers	______ **seconds**
	Fuel consumption	
Endurance Trials: X = gallons or Litres	Port & Starboard Motor: at cruise:	______X/hr @______rpm
	Port & Starboard Motor: at full throttle:	______X/hr @______rpm
Steering: Acceptable Y /N	Straight line	○ **Yes / No**
	Hard-Port radius of turn. Full Throttle	______ **feet**
	Hard-Stbd radius of turn. Full Throttle	______ **feet**

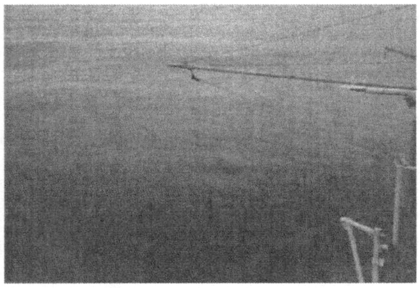
	Lock to lock = 35 degrees pt. & stbd	○ **Yes / No**
	Effective steering 0-5 knots	○ **Yes / No**
	5-10 knots	○ **Yes / No**
	20-30 knots	○ **Yes / No**
	Full speed	○ **Yes / No**
Outboard/Inboard Leg Trim Control:	From fully raised to fully lowered.	○ **Acceptable Yes / No**
Trim Tab Operation:	Fully raised, fully lowered.	○ **Acceptable Yes / No**
Engine Controls:	Start	○ **Issues, Yes / No**
	Shift	○ **Issues, Yes / No**
	Throttle	○ **Acceptable Yes / No**
Engine Gauges:	Tachometer	○ **Acceptable Yes / No**
	Fuel gauges	○ **Acceptable Yes / No**
	Trim gauges	○ **Acceptable Yes / No**
	Oil pressure	○ **Acceptable Yes / No**
Engine Gauges:	Voltmeter	________ **volts**
Cabin Sound Levels:	Cruising speed- door & windows closed	________dbA @ ________rpm
	Cruising speed- door & windows open	________dbA @ ________rpm
	Full speed- door & windows closed	________dbA @ ________rpm
	Full speed- door and windows open	________dbA @ ________rpm
Outboard/Inboard	Starting	○ **Acceptable Yes / No**

engine operation:		
	Shifting	○ Acceptable Yes / No
	Throttle	○ Acceptable Yes / No
	Raise	○ Acceptable Yes / No
	Lower	○ Acceptable Yes / No
Loaded Vessel Drop Test:	**If applicable**	○ Acceptable Yes / No
Lifting Bridle Certified:	**If applicable**	○ Acceptable Yes / No
Rollover test	**If applicable**	○ Acceptable Yes / No

NOTES

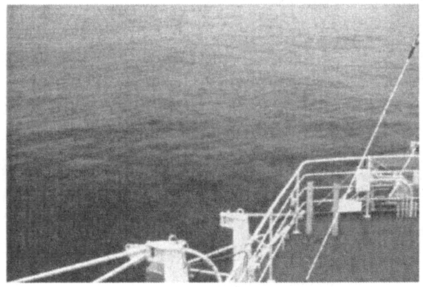
Beaufort Wind Scale Identifier

Force	Wind Speed		Descriptive Term	Effects Observed at Sea	Effects Observed on Land
	Km/h	Knots			
0	Less than 1	Less than 1	Calm	Sea surface like a mirror, but not necessarily flat.	Smoke rises vertically.
1	1 - 5	1 - 3	Light air	Ripples with the appearance of scales are formed, but without foam crests.	Direction of wind shown by smoke drift, but not wind vanes.
2	6 - 11	4 - 6	Light breeze	Small wavelets, still short but more pronounced. Crests do not break. When visibility good, horizon line always very clear.	Wind felt on face. Leaves rustle. Ordinary vane moved by wind.
3	12 - 19	7 - 10	Gentle breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered whitecaps.	Leaves and small twigs in constant motion. Wind extends light flag.
4	20 - 28	11 - 16	Moderate breeze	Small waves, becoming longer. Fairly frequent whitecaps.	Raises dust and loose paper. Small branches are moved.
5	29 - 38	17 - 21	Fresh breeze	Moderate waves, taking a more pronounced long form. Many whitecaps are formed. Chance of some spray.	Small trees with leaves begin to sway. Crested wavelets form on inland waters.
6	39 - 49	22 - 27	Strong breeze	Large waves begin to form. The white foam crests are more extensive everywhere. Probably some spray.	Large branches in motion. Whisteling heard in telephone wires. Umbrellas used with difficulty.
7	50 - 61	28 - 33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.	Whole trees in motion. Inconvenience felt in walking against wind.
8	62 - 74	34 - 40	Gale	Moderately high waves of greater length. Edges of crests begin to break into the spindrift. The foam is blown in well-marked streaks along the direction of the wind.	Breaks twigs off trees. Generally impedes progress. Walking into wind almost impossible.
9	75 - 88	41 - 47	Strong gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.	Slight structural damage occurs, e.g. roofing shingles may become loose or blow off.
10	89 - 102	48 - 55	Storm	Very high waves with long overhanging crests. Dense white streaks of foam. Surface of the sea takes a white appearance. The tumbling of the sea becomes heavy and shock-like. Visibility affected.	Trees uprooted. Considerable structural damage occurs.
11	103 - 117	56 - 63	Violent storm	Exceptionally high waves. Sea completely covered with long white patches of foam. Visibility affected.	Widespread damage.
12	118 - 133	64 - 71	Hurricane	Air filled with foam and spray. Sea entirely white with foam. Visibility seriously impaired.	Rare. Severe widespread damage to vegetation and significant structural damage possible.



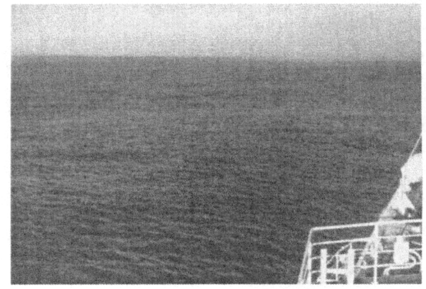
BEAUFORT FORCE 0
WIND SPEED: LESS THAN 1 KNOT

SEA: SEA LIKE A MIRROR



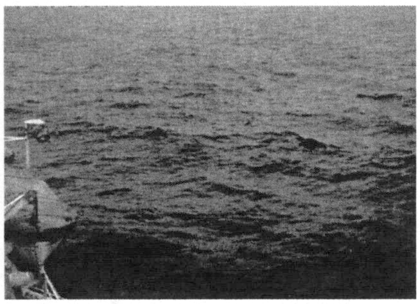
BEAUFORT FORCE 1
WIND SPEED: 1-3 KNOTS

SEA: WAVE HEIGHT .1M (.25FT), RIPPLES WITH THE APPEARANCE OF SCALES, BUT WITHOUT FOAM CRESTS



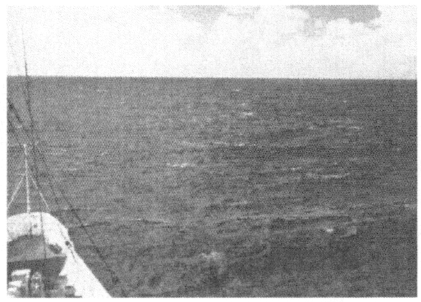
BEAUFORT FORCE 2
WIND SPEED: 4-6 KNOTS

SEA: WAVE HEIGHT .2-.3M (.5-1FT), SMALL WAVELETS, CRESTS HAVE A GLASSY APPEARANCE AND DO NOT BREAK



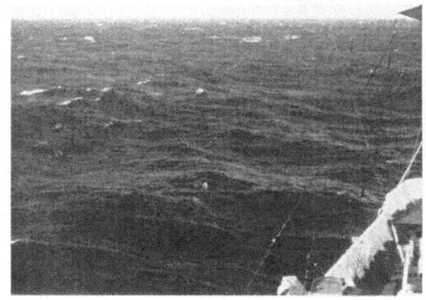
BEAUFORT FORCE 4
WIND SPEED: 11-16 KNOTS

SEA: WAVE HEIGHT 1-1.5M (3.5-5FT), SMALL WAVES BECOMING LONGER, FAIRLY FREQUENT WHITE HORSES



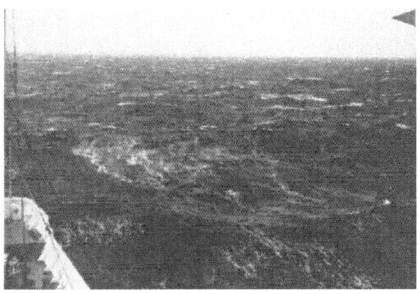
BEAUFORT FORCE 5
WIND SPEED: 17-21 KNOTS

SEA: WAVE HEIGHT 2-2.5M (6-8FT), MODERATE WAVES TAKING MORE PRONOUNCED LONG FORM, MANY WHITE HORSES, CHANCE OF SOME SPRAY



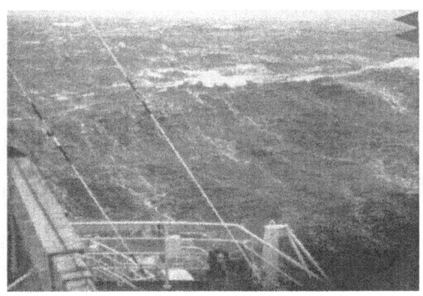
BEAUFORT FORCE 6
WIND SPEED: 22-27 KNOTS

SEA: WAVE HEIGHT 3-4M (9.5-13 FT), LARGER WAVES BEGIN TO FORM, SPRAY IS PRESENT WHITE FOAM CRESTS ARE EVERYWHERE



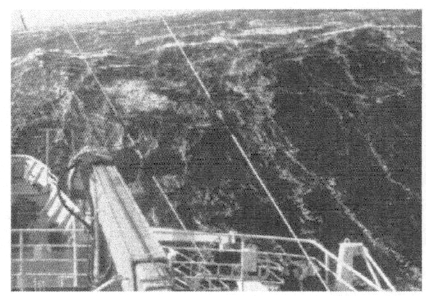
BEAUFORT FORCE 7
WIND SPEED: 28-33 KNOTS

SEA: WAVE HEIGHT 4-5.5M (13.5-19 FT), SEA HEAPS UP WHITE FOAM FROM BREAKING WAVES BEGINS TO BE BLOWN IN STREAKS ALONG THE WIND DIRECTION



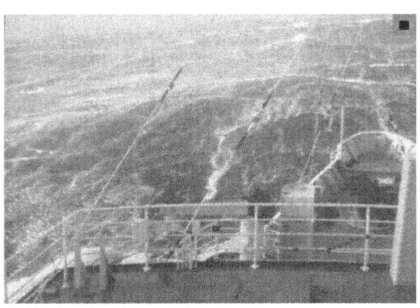
BEAUFORT FORCE 8
WIND SPEED: 34-40 KNOTS

SEA: WAVE HEIGHT 5.5-7.5M (18-25FT), MODERATELY HIGH WAVES OF GREATER LENGTH, EDGES OF CREST BEGIN TO BREAK INTO THE SPINDRIFT. FOAM BLOWN IN WELL MARKED STREAKS ALONG WIND DIRECTION



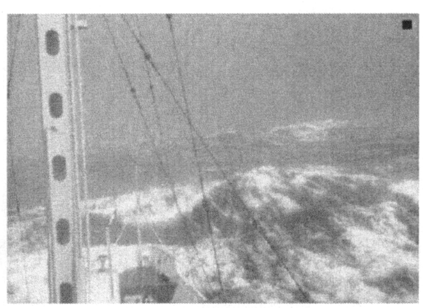
BEAUFORT FORCE 9
WIND SPEED: 41-47 KNOTS

SEA: WAVE HEIGHT 7-10M (23-32FT), HIGH WAVES, DENSE STREAKS OF FOAM ALONG DIRECTION OF THE WIND, WAVE CRESTS BEGIN TO TOPPLE, TUMBLE, AND ROLL OVER. SPRAY MAY AFFECT VISIBILITY



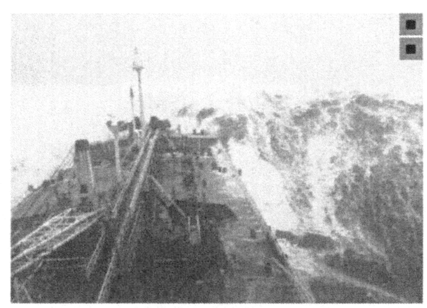
BEAUFORT FORCE 10
WIND SPEED: 48-55 KNOTS

SEA: WAVE HEIGHT 9-12.5M (29-41FT), VERY HIGH WAVES WITH LONG OVERHANGING CRESTS. THE RESULTING FOAM, IN GREAT PATCHES, IS BLOWN IN DENSE WHITE STREAKS ALONG WIND DIRECTION. ON THE WHOLE, SEA SURFACE TAKES A WHITE APPEARANCE. TUMBLING OF THE SEA IS HEAVY AND SHOCK-LIKE. VISIBILITY AFFECTED



BEAUFORT FORCE 11
WIND SPEED: 56-63 KNOTS

SEA: WAVE HEIGHT 11.5-16M (37-52FT), EXCEPTIONALLY HIGH WAVES, SMALL-MEDIUM SIZED SHIPS MAY BE LOST TO VIEW BEHIND THE WAVES. SEA COMPLETELY COVERED WITH LONG WHITE PATCHES OF FOAM LYING ALONG WIND DIRECTION. EVERYWHERE, THE EDGES OF WAVE CRESTS ARE BLOWN INTO FROTH



BEAUFORT FORCE 12
WIND SPEED: 64 KNOTS

SEA: SEA COMPLETELY WHITE WITH DRIVING SPRAY. VISIBILITY VERY SERIOUSLY AFFECTED. THE AIR IS FILLED WITH FOAM AND SPRAY

Arctic Trip Plan – Winter 2017

January 2017						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1.	2.	3.	4.	5.	6.	7.
8.	9. Travel to Yellowknife. OVERNIGHT	10. Charter flight to INUVIK (govt & community meetings); depart for PAULATUK (CGA sign-up). OVERNIGHT	11. Flight to ULUKHAKTOK (CGA sign-up); depart for KUGLUKTUK (CGA meeting). OVERNIGHT	12. Flight to CAMBRIDGE BAY (CGA meeting); depart for YELLOWKNIFE OVERNIGHT	13. Flights to home	14.
15.	16	17.	18.	19.	20.	21. CCGA Training Managers – Group of 4 TORONTO
22. CCGA Training Managers – Group of 4 TORONTO; CASBAs	23. (CSBC Board Meetings)	24. TORONTO Boat Show (Industry Breakfast; Ontario RRBAC)	25. TORONTO Boat Show	26.	Travel Day – To TORONTO (MARKHAM). OVERNIGHT	28. CCGA C&A BOD Meeting TORONTO
29.	30.	31. To Ottawa OVERNIGHT				
February 2017						
			1. to IQALUIT – meetings with Nunavut Emergency Management (Ed / Brenda)	2. Charter (Ken Borek) flight to KIMMIRUT (Community Meeting); return IQALUIT. OVERNIGHT	3. IQALUIT (Community CCGA meeting) Need meeting location. OVERNIGHT	4. IQALUIT (Meetings with Arctic Community college). OVERNIGHT
5. Charter flight(Air Nunavut) to CAPE DORSET (Community Meeting). OVERNIGHT	6. Flight to CORAL HARBOUR (Community Meeting); to CHESTERFILED INLET (community meeting); to RANKIN INLET (CGA Meeting). OVERNIGHT	7. Flight to REPULSE BAY (Community Meeting); to CORAL HARBOUR (Community Meeting); return flight to IQALUIT. OVERNIGHT	8. IQALUIT; Meetings with the MLA and the Government of Nunavut Fisheries and Oceans Minister. OVERNIGHT	9. IQALUIT; Press release Arctic expansion program. OVERNIGHT	10. Travel south	11.
12.	13.	14.	15.	16.	17.	18.
19.	20.	21.	22.	23.	24.	25.
26. To MONTREAL. OVERNIGHT	27. Charter flight to KANGIQSUALUJJUAQ (Community meeting). OVERNIGHT	28. Flight to AUPALUK (Community meeting); to TASIUJAQ; to KUUJJUAQ. OVERNIGHT.				

Arctic Trip Plan – Winter 2017

March 2017						
			1. Flight to AKULIVIK (Community meeting); toUMIUJAQ (Community Meeting). OVERNIGHT	2. Flight to SANIKILUAQ Nunavut (Community meeting); to KUUJJUAQ. OVERNIGHT.	3. Travel south	4.
5.	6.	7.	8.	9.	10.	11.
12.	13.	14.	15.	16	17.	18.
19.	20.	21.	22.	23	24.	25.
26.	27.	28.	29.	30.	31.	
Year end						

Air Charter services Yellowknife

- Air Tindi – King Air 200 / King Air 200 Super. (1 867 669 8219) charter@airtindi.com

- Adlair Aviation – King Air 200 (1 867 983 2569)

- Buffalo Airlines

- Ken Borek Air Iqaluit 1 403 291 3300

Hotels

Jan 29 – Feb 9, 2017 - Travel information

Sunday, January 29th – Ottawa to Iqaluit

Monday, January 30th – Iqaluit
0900h – 1200h Iqaluit CGA Recruitment Public Meeting – Frobisher Inn
1330h – meetings with Government of Nunavut Emergency Management Office
1500h – meetings with Arctic College (training support to SAR ops and source for IRB employees)
Arctic College - (867) 979-7200'7222 Alexandre.Farmer@arcticcollege.ca Career Development Advisor, 979.7217

Tuesday, January 31th – Hamlet Visits 1. Kimmirut
0900h depart Iqaluit / 0945h arrive Kimmirut.
1030h-1200h – meeting
1215h depart Kimmirut / arrive Iqaluit 1300h / *Overnight in Iqaluit.*
1400h – Project Paper Work

Kimmirut 867-939-2247 (fax – 939.2045), SAO - Hosea Mpofu – saokim@qiniq.com
SAR - Rosie Akavak 867-939-2307 or 867-939-2252

Wednesday, February 1st – Hamlet Visits 2. Coral Harbour 3. Rankin Inlet
0800h depart Iqaluit / 1000h arrive Coral Harbour
1030h meet with local SAR group

Coral Harbour 867-925-8867, SAO Leonie Pameolik – munch@qiniq.com
SAR Hannah Angootealuk 867-925-5401 or h_angootealuk@hotmail.com
Rankin Inlet - RCMP is 867 645 0123

1330h depart Coral Harbour / 1400h (Yellow Highlight means ***Central Time***) arrive Rankin Inlet
1430h-1600h meet with CCGA Unit / CCGA can make the arrangements for this meeting. / *Overnight in Rankin.*

Thursday, February 2nd – Hamlet Visits 4. Chesterfield Inlet 5. Naujatt 6. Taloyoak
0800h depart Rankin Inlet / 0845h arrive Chesterfield Inlet
0900h meet with local SAR group
1045h depart Chesterfield Inlet / 1200h arrive Naujatt
1330h meet with local SAR group
1530h depart Repulse Bay / 1700h arrive Taloyoak
1900h meet SAR Group etc / *Overnight in Taloyoak*

Chesterfield Inlet 867-898-9951, SAO Shawn Stuckie -sao_hamlet@qiniq.com
No SAR coordinator but talk to Janice the receptionist at the Hamlet or email - rep_hamlet@qiniq.com
I have also emailed the RCMP about the matter - tiffany.woodman@rcmp-grc.gc.ca

Naujatt 867-462-9952, **Mayor Salomon Malliki**, SAO Rob Hedley – sao@repulsebay.ca

SAR Pierretta Kadjuk 867-462-4415 or pierretta_kadjukkownak@hotmail.com ,

Taloyoak Hamlet 867.561.2300 2302 - SAO Murtaza Gurmain – sao@taloyoak.ca
SAR office 867-561-2311 SAR John Ukuqtunnuaq 867-561-5412 or Abel Aqqaq 867-561-5223
CEDO Marzena Banks

Friday, February 3rd – Hamlet Visits 7. Hall Beach 8. Igloolik
0800h depart Taloyoak / 1030h arrive Hall Beach
1100h meet local SAR group
1330h depart Hall Beach / 1400h arrive Igloolik
1430h meet local SAR Group / *Overnight in Igloolik*.

Hall Beach 867-928-8817(29), new SAO arrives Thursday (sao_hbhamlet@qiniq.com), spoke to CEDO Luba Nangmalik – cedo_hbhamlet@qiniq.com; SAR - Jeff Ammaklak 867-928-8895 or Martha Gibbons 867-928-8878

Igloolik 867-934-8830/8940, SAO Gord Dinney, CEDO Nancy MacDonald – igloolik@magma.ca
SAR Jacob Malliki 867-934-4347 or 867-934-6326, councillor Julie Palinok is on SAR Committee; fax 867.934.8757

Saturday, February 4th – Hamlet Visits 9. Cape Dorset
0830h depart Igloolik / 1030h arrive Cape Dorset
1100h meet with SAR Group (2nd meeting with local SAR group)
1400h depart Dorset / 1530h arrive Iqaluit – end charter. *Overnight in Iqaluit*.

Cape Dorset 867-897-8943, SAO John Hussy – muncdsao@capedorset.ca; SAR Adamie Nuna 867-897-7473

Sunday, February 5th
All day - team planning and review meeting. *Overnighting in Iqaluit.*

Monday, February 6th
Proposed meeting with Nunavut Minster responsible for SAR.

Tuesday, February 7th
Potential media day and travel south to Ottawa (1300h flight)

Wednesday, February 8th
Ottawa – meeting with various people; 1 hour presentation to interested staff on Arctic SAR Project

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Thursday, February 9th
Travel home.

AIR NUNAVUT FLIGHT ITINERARY: FEBRUARY 1-4, 2017

PLANE:	CREW:	PASSENGERS:	CHARTER MANAGER:
KING AIR 200	CAPT: Kark Grimwood	1. GARAPICK, PETER	Adriana Collins
TAIL #: CFGXR	(Cell 867-222-9504)	2. GAGNON, MARK	Air Nunavut Ltd.
TRIP #: Q4444	FO: Charles Phillips	3. SANDIFORD, CATHY	289-222-2471
		4. LAIRD, SHANNON	acollins@smoothaircharter.com
		5. LANGDON, DARLENE	www.smoothaircharter.com

(Air Nunavut crew will meet passengers at main Iqaluit Terminal at 8:30 am for transport to the aircraft)

LEG 1 - WEDNESDAY
01 FEB- DEPARTURE FROM IQALUIT (CYFB) 9:00 AM
ARRIVAL: CORAL HARBOUR (CYZS) 11:00 AM

LEG 2
01 FEB- DEPARTURE FROM CORAL HARBOUR (CYZS) 2:00 PM / ARRIVAL: RANKIN INLET (CYRT) 2:18 PM

HOTEL: Hotel Rankin Inlet: Nanuq Lodge / 867-645-2650; 2 rms for pilots and 5 rms held for Can'n Coast Guard Common kitchen and or 4 minute walk to Restaurant

LEG 3 - THURSDAY
02 FEB- DEPARTURE FROM RANKIN INLET (CYRT) 9:00 AM / ARRIVAL: CHESTERFIELD INLET (CYCS) 9:24 AM

LEG 4
02 FEB- DEPARTURE FROM CHESTERFIELD INLET (CYCS) 12:00 PM / ARRIVAL: REPULSE BAY (CYUT) 1:06 PM

LEG 5
02 FEB- DEPARTURE FROM REPULSE BAY (CYUT) 3:30 PM / ARRIVAL: TALOYOAK (CYYH) 3:48 PM

HOTEL TALOYOAK: Boothia Inn / 867-561-5300; 2 rms for pilots and 5 rms held for CCG at the trailers / Each guest will have their own room; Hotel has a restaurant.

LEG 6 - FRIDAY
03 FEB- DEPARTURE FROM TALOYOAK (CYYH) 9:00 AM / ARRIVAL: HALL BEACH (CYUX) 12:18 PM

LEG 7
03 FEB- DEPARTURE FROM HALL BEACH (CYUX) 3:00 PM / ARRIVAL: IGLOOLIK (CYGT) 3:24 PM

HOTEL IGLOOLIK: Igloolik Inns North / 867-934-8595; 2 rms for pilots and 5 rms held for CCG / Res # 10670-10677; Restaurant at the hotel. *Crew to advise hotel of arrival to get transportation from airport

LEG 8 - SATURDAY
04 FEB- DEPARTURE FROM IGLOOLIK (CYGT) 9:00 AM / ARRIVAL: CAPE DORSET (CYTE) 10:36 AM

LEG 9
04 FEB- DEPARTURE FROM CAPE DORSET (CYTE) 6:00 PM / ARRIVAL: IQALUIT (CYFB) 7:06 PM

Deroon, Lisa

From:	Forsythe, James
Sent:	August 22, 2017 12:32 PM
To:	Thompson, Steve A
Cc:	Edwards, Tyler; Davids, Michael
Subject:	FW: IRB North - Capital portion
Attachments:	2017-18 IRB North_update.pdf

Hi Steve, just unleashed this on the signature trail –RPMO will keep a copy once signed off regionally. Please bear in mind that the $300k in capital you had forecasted for this year will now need to be managed in your o/m budget.
jf

James Forsythe

Central & Arctic Region / Canadian Coast Guard
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

Région du centre et de l'arctique / Garde côtière canadienne
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

From: Forsythe, James
Sent: Tuesday, August 22, 2017 12:30 PM
To: Chadwick, Harry <Harry.Chadwick@dfo-mpo.gc.ca>; Santos, Léa <Lea.Santos@dfo-mpo.gc.ca>
Cc: Davids, Michael <Michael.Davids@dfo-mpo.gc.ca>; Garapick, Peter
Subject: IRB North - Capital portion

Harry,
Michael mentioned this on the call just now in that as part of the CCG cash management plan, the capital from IRB North will be loaned out and repaid in the next FY.

Since Peter is both away and aware, can I ask you to sign in the 2 spots (his and yours) and pass on to Lea so that she can get Julies signature?

They would like this back at HQ by COB tomorrow so you action asap would be great.
Thanks

James Forsythe

Central & Arctic Region / Canadian Coast Guard
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

Région du centre et de l'arctique / Garde côtière canadienne
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

August 22, 2017

Coast Guard Loan Agreement between the A-Base Capital Program and the Oceans Protection Plan Program

A) Agreement:

The purpose of this single-year loan agreement is to partially offset the 2017-18 over-programming in the Coast Guard A-Base capital program with surpluses from the Oceans Protection Plan (OPP) IRB North B-Base project.

Loan from:

1. B-Base Oceans Protection Plan program, specifically from the IRB North project (8H310)

Loan to:

1. A-Base capital program

Loan & Reimbursement Amount: $6,500,000

Summary:

Project	Year of Loan	Amount	Year of reimbursement	Funding
00000	**2017-18**	**6,500,000**	**2018-19**	A-Base
8H310	**2017-18**	**(6,500,000)**	**2018-19**	B-Base

B) Special Consideration:

This is a loan of surplus funds in the Oceans Protection Plan program in 2017/18 to offset Coast Guard's 2017-18 A-Base capital over-programming. The loan must be repaid to the IRB North project as part of the 2018-19 initial budget allocation process. The repayment schedule may not be modified at any time as the funds are required on April 1, 2018 to effect the construction of the IRB North station.

C) Background:

The A-Base capital program was approved in February 2017 with over-programming of 17% prior to the 2017-18 fiscal year based on a number of factors including the possibility of loaning from anticipated B-Based budgets. To avoid the Agency seeking justification for a re-profile or to add to the annual capital carry-forward, the decision was taken to fund a portion of the A-Base capital over-programming.

D) Reporting:

Coast Guard's Business & Resource Management, the OPP Finance Team and the Agency's CFO Financial Management Advisor will include this loan in budget management tracking documents and will track/report on it as part of the regular monthly Departmental Financial Report.

E) Cash Management Reconciliation

Project	2017-2018	2018-2019	Funding	Capital Program
8H310	**(6,500,000)**	**6,500,000**	B-Base	Oceans Protection Plan (IRB North)
00000	**6,500,000**	**(6,500,000)**	A-Base	A-Base

Developed by : Shelley Lavell, Lead, Resource Management OPP

APPROVED BY:

OPP PROJECT TEAM:

PROJECT MANAGER Peter Garapick Superintendent, Arctic SAR	Approved: Date:
PROJECT LEADER James Forsythe C&A OPP Implementation Team	Approved: [signature] Date: 2017-8-22
PROJECT MANAGER Peter Garapick Superintendent, Arctic SAR	Approved: Date:
PROJECT DIRECTOR Harry Chadwick Regional Director, Incident Management C&A	Approved: Date:
PROJECT SPONSOR J. Gascon Assistant Commissioner, C&A	Approved: Date:
NATIONAL OPP IMPLEMENTATION TEAM Simon Melanson A/Senior Director, Change Leadership & Implementation Management	Approved: Date:
DIRECTOR Dominic Parent Director, Business & Resource Management	Approved: Date:
DIRECTOR GENERAL Cathy Salter A/Director General, IBMS	Approved: Date:
PROGRAM DIRECTOR M. Pelletier Deputy Commissioner, Operations	Approved: Date:
SENIOR FINANCIAL MANAGEMENT ADVISOR Louis-Michel Charland Chief Financial Officer Sector	Approved: Date:

Developed by : Shelley Lavell, Lead, Resource Management OPP

SECRET

2017-412-00017
EKME # 3795257

MEMORANDUM FOR THE MINISTER

NEXT STEPS IN IMPLEMENTATION OF ARCTIC INSHORE RESCUE BOAT STATION

(FOR INFORMATION)

SUMMARY

The purpose of this note is to inform the Minister of Fisheries and Oceans and the Canadian Coast Guard of next steps with respect to the implementation of the Arctic Inshore Rescue Boat Station located in Rankin Inlet, Nunavut, as proposed in June 2017.

BACKGROUND

In 2015, the CCG, Central and Arctic Region (C&A) embarked on an 'Arctic SAR Project' to review marine risks and to expand SAR capacity in the Arctic, through the increase of Canadian Coast Guard Auxiliary (CCGA) units. This evaluation was part of the Risk-Based Analysis of Maritime Search and Rescue Delivery (RAMSARD) strategy, which is an integral part of the Management Action Plan developed in response to recommendations made in the Canadian Coast Guard Search and Rescue and Canadian Coast Guard Auxiliary Evaluation Report (2012).

The RAMSARD strategy allows the CCG to determine the most effective location to establish SAR capacity through in-depth analysis and assessment of communities across a number of factors. Examples of these factors include: industrial development, available infrastructure, transportation access, type of boating activity, length of boating season, geological and environmental risks (ice, fog and wind) as well as existing SAR capability and historical data with respect to SAR cases.

During the project, CCG personnel travelled to 44 of the 45 Inuit / Inuvialuit communities on the Arctic Ocean and Hudson Bay to meet with members of the community and to understand the nature of boating activity in the area, and the associated risks. Sanikiluaq was the only community not visited due to weather. Consultations conducted were done in cooperation with the governments of the Northwest Territories, Nunavut, and Nunavik and were appreciated by all stakeholders. Input received from experts of these governments was used to calculate RAMSARD results.

In November 2016, the announcement of the OPP revealed that SAR coverage in the Arctic would also be enhanced through investments in the CCGA and the establishment of an IRB station. The intent was for this station to have indigenous crewmembers and to operate under a crewing schedule that maximizes indigenous participation.

The Arctic SAR Project, as well as the expansion of the CCGA and the establishment of the first IRB station through OPP investments are interrelated and complementary initiatives. The number of CCGA units in the Arctic is expected to increase by end of 2017 as a result of work being conducted through these initiatives. Supported by evidence from the RAMSARD analysis to prioritize implementation, many Inuit / Inuvialuit Communities are expected to have CCGA units when the Arctic SAR Project is completed in spring 2020.

Through such initiatives, the CCG will build on its existing strong relationships with northern communities as well as with local, territorial and regional governments. The expertise of existing CCGA units in northern Quebec and C&A regions will be leveraged to build capacity in the Arctic in partnership with local, regional, and territorial governments, and partner organizations.

RECOMMENDED LOCATION FOR ARCTIC IRB STATION

In June 2017, it was proposed that the most suitable location for the implementation of the first IRB station in the Arctic was in **Rankin Inlet**, Nunavut.

This recommendation came as a result of findings obtained through the evidence-based RAMSARD approach. Due to the community's high volume of transient boaters, extended ice-free operating season, increasing level of commercial fishing operators as well as existing, yet limited SAR capacity, it was determined that an IRB station in this location would be the best approach to improve SAR coverage along the shore of western Hudson Bay.

In addition to RAMSARD results, safety, logistical and other factors were taken into consideration.

STAKEHOLDER ENGAGEMENT

Senior officials with the Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), the Government of the Northwest Territories (GNWT) and Government of Nunavut (GN), and Kativik Regional Government (KRG) have been briefed as to the recommended location of Rankin Inlet for the implementation of this IRB station.

The Government of Nunavut, Nunavut Impact Review Board, and Nunavut Tunngavik Inc. were fully supportive of the initiative and the proposed location and expressed willingness to partner with the CCG throughout the implementation process, leveraging their respective strengths and mandates.

s.14
s.21(1)(b)

The Government of the Northwest Territories and Kativik Regional Government were also supportive

NEXT STEPS

Operational implementation of the IRB station in Rankin Inlet is progressing rapidly. This is necessary in order to take advance of the Artic shipping season and to ensure the station will be ready for Spring 2018. To that end, a Coast Guard truck is being delivered to the community on approximately September 7 and a rigid hull inflatable boat (RHIB) will be delivered on approximately September 21 by CCGS Pierre Radisson.

A news release has been developed in collaboration with the National Headquarters OPP Communications Team, regional DFO communications staff, and key Central and Arctic personnel. Synchronizing the release with the delivery of the truck and/or vessel, will help tell a "good news story" involving the CCG.

The Assistant Commissioner, Central and Arctic Region, will continue to engage senior officials with the Government of the Northwest Territories, the Kativik Regional Government and the Government of Nunavut to deliver key messages emanating from the OPP. She will also engage Rankin Inlet leadership to ensure the initiative is seen as a partnership between the community and the Canadian Coast Guard.

Julie Gascon
Assistant Commissioner
Central & Arctic Region

Jeffery Hutchinson
Commissioner
Canadian Coast Guard

Catherine Blewett
Deputy Minister

Government of Canada
Fisheries and Oceans

Gouvernement du Canada
Pêches et Océans

SECRET
2017-412-00017
EKME # 3795257

To: / Pour:	Catherine Blewett	Date: August 25, 2017

Object: / Objet: **NEXT STEPS IN IMPLEMENTATION OF ARCTIC INSHORE RESCUE BOAT STATION**

From / De:	Julie Gascon, Assistant Commissioner – Central & Arctic Region, CCG
Via:	Chris Henderson, A/Deputy Commissioner – Strategy and Shipbuilding, CCG Neil O'Rourke, A/Director General, National Strategies, CCG
Via:	Mario Pelletier, Deputy Commissioner - Operations, CCG
Via:	Jeffery Hutchinson, Commissioner, CCG

Additional approvals: None
Autre(s) approbation(s):

☐	Your Signature Votre signature	X	Information
☐	For Comments Observation	X	Material for the Minister Documents pour le Ministre

Remarks:
Remarques: The Department has assessed this issue in full.

■ It contains no reference to matters covered by the screen relating to J.D. Irving Limited.

☐ It contains matters referenced in the screen relating to J.D. Irving Limited, but in our view does not engage the screen.

☐ In our view, the screen relating to J.D. Irving Limited should be engaged.

Drafting Officer/ Rédacteur: Steve Thompson (438-993-4622) / JG /

Deroon, Lisa

From:	Garapick, Peter
Sent:	August 31, 2017 11:11 AM
To:	Thompson, Steve A; Young, Carol
Subject:	FW: FOLLOW UP: FOR YOUR APPORVAL - Budget Transfer CCG-17-18-178
Attachments:	RE: IRB North - Capital portion; CCG-17-18-178.pdf; Signed agreement - IRB.PDF

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Van Gaal, Kelly
Sent: August-31-17 11:10
To: Parent, Dominic
Cc: Boudreau, Brenda; Min, Viki; CCG OPP Finance / GCC OPP Finance (DFO-MPO); Garapick, Peter
Subject: FOLLOW UP: FOR YOUR APPORVAL - Budget Transfer CCG-17-18-178

Good morning Dominic,

I am sending you this email as a friendly reminder that your approval is needed in order to complete the following budget transfer. This transfer is for **Project 8H310 – Inshore Rescue Boat North (IRB)** for the $6.5M in capital funding available. In the attachments I have included the approval email from Shelley Lavell, a PDF version of the budget transfer and a signed copy of the agreement. For more information, please refer to my email below.

Kind regards,

Kelly van Gaal
IBMS Support Officer / Agent de soutien de l'IBMS
Change Leadership & Implementation Management / Leadership et gestion du changement
Canadian Coast Guard/ Garde côtière canadienne
☎ (613)-793-4967
Kelly.VanGaal@dfo-mpo.gc.ca
200 Kent Street – Station 5S039
Ottawa, ON, K1A 0E6

From: Van Gaal, Kelly
Sent: August-23-17 10:54 AM
To: Parent, Dominic
Cc: Boudreau, Brenda; Min, Viki; CCG OPP Finance / GCC OPP Finance (DFO-MPO); Garapick, Peter
Subject: FOR YOUR APPORVAL - Budget Transfer CCG-17-18-178

Good morning Dominic,

For your approval

I am sending you this email to request your electronic approval. Could you please approve by email the following budget transfer for **Project 8H310 – Inshore Rescue Boat North (IRB)** for the $6.5M in capital funding available. I have obtained approval from Shelley Lavell (see attached) as well I have included a signed copy of the agreement.

Description: Transfer funds from H9902 to H9905 for FY 2017-18.

Use Budget Transfer screen
Utiliser l'écran Transférer les budgets

BATCH NAME: / NOM DU LOT : CCG-17-18-1

FINANCIAL PLAN INPUT - TRANSFER OR ADJUSTMENTS
(For Responsibility Centre Managers / pour les gestionnaires de centres de responsabil
DONNÉES SUR LE PLAN FINANCIER - TRANSFERTS OU RAJUSTEMENTS
($'s)

FISCAL YEAR/ANNÉE FINANCIÈRE: 2017-18
Period / Période: P5
FROM RESPONSIBILITY CENTRE DESCRIPTION: / DESCRIPTION DU CENTRE DE RESPONSABILITÉ DE : H9902 - OPP Budget Reserve
TO RESPONSIBILITY CENTRE DESCRIPTION: / DESCRIPTION DU CENTRE DE RESPONSABILITÉ À : H9905 - Priorities & Contingencies Account

Is this transfer or adjustment permanent?/Est-ce que ce transfert ou ce rajustement est permanent ? YES/OUI

If yes, ensure authorisations have been obtained and send all documentation to BPFM for processing in the office database of budget allocations.
Si oui, s'assurer que les authorisations requises ont été obtenues et envoyer toute la documentation au bureau régional PBGF pour l'entrée dans la base de do

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						TRANSFER AMOUNT
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	
FROM / DE	H9902	R00	230	XXXX	8H310	6	
TO / À	H9905	X00	230	XXXX	00000	6	

If you have any questions before you approve, please let me know.

Thank you,

Kelly van Gaal
IBMS Support Officer / Agent de soutien de l'IBMS

Change Leadership & Implementation Management / Leadership et gestion du changement
Canadian Coast Guard/ Garde côtière canadienne
☎ (613)-793-4967
Kelly.VanGaal@dfo-mpo.gc.ca
200 Kent Street – Station 5S039
Ottawa, ON, K1A 0E6

Deroon, Lisa

From:	Lavell, Shelley
Sent:	August 22, 2017 3:25 PM
To:	Van Gaal, Kelly
Cc:	Boudreau, Brenda; Min, Viki; CCG OPP Finance / GCC OPP Finance (DFO-MPO); Garapick, Peter
Subject:	RE: IRB North - Capital portion
Attachments:	2017-18 IRB North_update.pdf

Updated loan agreement attached.

I approve the transfer but **please wait** until we know the status of the agreement from the Region. I know that Jamie is circulating for signatures.

Thanks,
Shelley

From: Van Gaal, Kelly
Sent: August-22-17 3:03 PM
To: Lavell, Shelley
Cc: Boudreau, Brenda; Min, Viki; CCG OPP Finance / GCC OPP Finance (DFO-MPO); Garapick, Peter
Subject: FW: IRB North - Capital portion

Good afternoon Shelley,

I am in the process of completing the following budget transfer (see attached) for the $6.5M in capital funding available. In order to process this request, I will need your approval by email.

Thanks,

Kelly van Gaal
IBMS Support Officer / Agent de soutien de l'IBMS
Change Leadership & Implementation Management / Leadership et gestion du changement
Canadian Coast Guard/ Garde côtière canadienne
☎ (613)-793-4967
Kelly.VanGaal@dfo-mpo.gc.ca
200 Kent Street – Station 5S039
Ottawa, ON, K1A 0E6

From: Lavell, Shelley
Sent: August-21-17 12:46 PM
To: Forsythe, James

Cc: Boudreau, Brenda
Subject: FW: IRB North - Capital portion

PDF version

From: Boudreau, Brenda
Sent: August-21-17 12:10 PM
To: Lavell, Shelley; Forsythe, James; Garapick, Peter
Subject: RE: IRB North - Capital portion

This is the back and forth last week regarding the $300K for Land & Environmental Surveys before building can start. I've explained this won't be capital we just need to figure out if they can convert some of their minor capital as I don't believe they need it all this year.

The capital will stay at $6.5M

Thanks
Brenda

From: Lavell, Shelley
Sent: August-21-17 11:22 AM
To: Forsythe, James; Garapick, Peter
Cc: Boudreau, Brenda
Subject: RE: IRB North - Capital portion

Can't spend 230 until the PAD is done. I will have to see what the planned expenditures are for.

From: Forsythe, James
Sent: August-21-17 11:21 AM
To: Lavell, Shelley; Garapick, Peter
Cc: Boudreau, Brenda
Subject: RE: IRB North - Capital portion

Hi Shel,
I do have a question, in the P5 PPR, there is a $300k forecast to spend in 230 so this would mean a possible loan of $6.2M as opposed to 6.5?

James Forsythe

Central & Arctic Region / Canadian Coast Guard
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

Région du centre et de l'arctique / Garde côtière canadienne
james.forsythe@dfo-mpo.gc.ca / Tel: 519-383-1830

From: Lavell, Shelley
Sent: Monday, August 21, 2017 10:46 AM
To: Forsythe, James <James.Forsythe@dfo-mpo.gc.ca>; Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Cc: Boudreau, Brenda <Brenda.Boudreau@dfo-mpo.gc.ca>

Subject: FW: IRB North - Capital portion
Importance: High

Good morning Jamie,

Attached is the loan agreement in response to the email below. Since Julie Gascon is the Project Sponsor I am asking for her approval of the agreement.

Please advise if you have any questions in response to this.

Given the P5 timelines, an approved agreement is requested by **COB, August 24th**.

Many thanks,
Shelley

From: Lavell, Shelley
Sent: July-26-17 7:50 AM
To: Garapick, Peter
Cc: Forsythe, James; Lindsay, William; Boudreau, Brenda
Subject: IRB North - Capital portion
Importance: High

s.21(1)(b)

Good morning Peter,

As you know, there is $6.5M capital funding available this fiscal in the IRB North project. Given timelines and RP requirements, this funding will not be used this fiscal but is **required** next year to construct the station.

the department was given the opportunity to review costing and re-profile items that needed to be pushed to the right – this was missed. To avoid having to go back to TBS with a re-profile justification

we are suggesting a loan to the Coast Guard A-Base capital budget to help them manage the over-programming. If you support this way forward, we (OPP Team) would create a loan agreement with repayment terms clearly specified; we would then present this option to the Commissioner at the P4 DFR meeting.

It is recommended that you approve this way-forward as preferred method to manage the $6.5M variance.

Please advise.

Many thanks,
Shelley

Shelley Lavell
Change Leadership & Implementation Management | Leadership et gestion du changement
Canadian Coast Guard | Garde côtière canadienne
200 Kent St | 200, rue Kent, Ottawa, ON K1A 0E6
Telephone | Téléphone 613-513-7003 / Facsimile | Télécopieur 613-998-0460
Government of Canada | Gouvernement du Canada

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

August 22, 2017

Coast Guard Loan Agreement between the A-Base Capital Program and the Oceans Protection Plan Program

A) Agreement:

The purpose of this single-year loan agreement is to partially offset the 2017-18 over-programming in the Coast Guard A-Base capital program with surpluses from the Oceans Protection Plan (OPP) IRB North B-Base project.

Loan from:

1. B-Base Oceans Protection Plan program, specifically from the IRB North project (8H310)

Loan to:

1. A-Base capital program

Loan & Reimbursement Amount: $6,500,000

Summary:

Project	Year of Loan	Amount	Year of reimbursement	Funding
00000	**2017-18**	**6,500,000**	**2018-19**	A-Base
8H310	**2017-18**	**(6,500,000)**	**2018-19**	B-Base

B) Special Consideration:

This is a loan of surplus funds in the Oceans Protection Plan program in 2017/18 to offset Coast Guard's 2017-18 A-Base capital over-programming. The loan must be repaid to the IRB North project as part of the 2018-19 initial budget allocation process. The repayment schedule may not be modified at any time as the funds are required on April 1, 2018 to effect the construction of the IRB North station.

C) Background:

The A-Base capital program was approved in February 2017 with over-programming of 17% prior to the 2017-18 fiscal year based on a number of factors including the possibility of loaning from anticipated B-Based budgets. To avoid the Agency seeking justification for a re-profile or to add to the annual capital carry-forward, the decision was taken to fund a portion of the A-Base capital over-programming.

D) Reporting:

Coast Guard's Business & Resource Management, the OPP Finance Team and the Agency's CFO Financial Management Advisor will include this loan in budget management tracking documents and will track/report on it as part of the regular monthly Departmental Financial Report.

E) Cash Management Reconciliation

Project	2017-2018	2018-2019	Funding	Capital Program
8H310	**(6,500,000)**	**6,500,000**	B-Base	Oceans Protection Plan (IRB North)
00000	**6,500,000**	**(6,500,000)**	A-Base	A-Base

Developed by : Shelley Lavell, Lead, Resource Management OPP

APPROVED BY:

OPP PROJECT TEAM:

PROJECT MANAGER Peter Garapick Superintendent, Arctic SAR	Approved: ______________________ Date:
PROJECT LEADER James Forsythe C&A OPP Implementation Team	Approved: ______________________ Date:
PROJECT MANAGER Peter Garapick Superintendent, Arctic SAR	Approved: ______________________ Date:
PROJECT DIRECTOR Harry Chadwick Regional Director, Incident Management C&A	Approved: ______________________ Date:
PROJECT SPONSOR J. Gascon Assistant Commissioner, C&A	Approved: ______________________ Date:
NATIONAL OPP IMPLEMENTATION TEAM Simon Melanson A/Senior Director, Change Leadership & Implementation Management	Approved: ______________________ Date:
DIRECTOR Dominic Parent Director, Business & Resource Management	Approved: ______________________ Date:
DIRECTOR GENERAL Cathy Salter A/Director General, IBMS	Approved: ______________________ Date:
PROGRAM DIRECTOR M. Pelletier Deputy Commissioner, Operations	Approved: ______________________ Date:
SENIOR FINANCIAL MANAGEMENT ADVISOR Louis-Michel Charland Chief Financial Officer Sector	Approved: ______________________ Date:

Developed by : Shelley Lavell, Lead, Resource Management OPP

Fisheries and Oceans Canada | Pêches et Océans Canada

Use Budget Transfer screen
Utiliser l'écran Transférer les budgets

BATCH NAME: / NOM DU LOT : CCG-17-18-178

FINANCIAL PLAN INPUT - TRANSFER OR ADJUSTMENTS
(For Responsibility Centre Managers / pour les gestionnaires de centres de responsabilité)
DONNÉES SUR LE PLAN FINANCIER - TRANSFERTS OU RAJUSTEMENTS
($'s)

FISCAL YEAR/ANNÉE FINANCIÈRE: 2017-18

Period / Période: P5

FROM RESPONSIBILITY CENTRE DESCRIPTION: / DESCRIPTION DU CENTRE DE RESPONSABILITÉ **DE** : H9902 - OPP Budget Reserve

TO RESPONSIBILITY CENTRE DESCRIPTION: / DESCRIPTION DU CENTRE DE RESPONSABILITÉ **À** : H9905 - Priorities & Contingencies Account

Is this transfer or adjustment permanent?/Est-ce que ce transfert ou ce rajustement est permanent ? YES/OUI ☐ NO/NON ☑

If yes, ensure authorisations have been obtained and send all documentation to BPFM for processing in the office database of budget allocations.
Si oui, s'assurer que les authorisations requises ont été obtenues et envoyer toute la documentation au bureau régional PBGF pour l'entrée dans la base de données des allocations budgétaires.

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	TRANSFER AMOUNT / MONTANT DU TRANSFERT
FROM / DE	H9902	R00	230	XXXX	8H310	6	-$6,500,000.00
TO / À	H9905	X00	230	XXXX	00000	6	$6,500,000.00

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	TRANSFER AMOUNT / MONTANT DU TRANSFERT
FROM / DE				XXXX		6	
TO / À				XXXX		6	

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	TRANSFER AMOUNT / MONTANT DU TRANSFERT
FROM / DE				XXXX		6	
TO / À				XXXX		6	

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	TRANSFER AMOUNT / MONTANT DU TRANSFERT
FROM / DE				XXXX		6	
TO / À				XXXX		6	

	ACCOUNTING FLEXFIELD / CLÉ COMPTABLE FLEXIBLE						
	RESP	BUS LINE ACT. PRINC.	ALLOTMENT AFFECTATION	L OBJ ART. D'EXE	PROJECT PROJET	DEPT MIN.	TRANSFER AMOUNT / MONTANT DU TRANSFERT
FROM / DE				XXXX		6	
TO / À				XXXX		6	

Description:

Transfer funds from H9902 to H9905 for FY 2017-18.

FROM / DE		**TO / À**	
AUTHORIZED BY / AUTORISÉ PAR :	DATE	AUTHORIZED BY / AUTORISÉ PAR :	DATE
PRINT NAME AND TITLE / NOM ET TITRE IMPRIMÉ		PRINT NAME AND TITLE / NOM ET TITRE IMPRIMÉ	

Verified by FMA / Vérifié par CGF :	DATE

Canada

FP-0395 (2011-07)

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

August 22, 2017

Coast Guard Loan Agreement between the A-Base Capital Program and the Oceans Protection Plan Program

A) AGREEMENT:

The purpose of this single-year loan agreement is to partially offset the 2017-18 over-programming in the Coast Guard A-Base capital program with surpluses from the Oceans Protection Plan (OPP) IRB North B-Base project.

Loan from:

1. B-Base Oceans Protection Plan program, specifically from the IRB North project (8H310)

Loan to:

1. A-Base capital program

Loan & Reimbursement Amount: $6,500,000

SUMMARY:

Project	Year of Loan	Amount	Year of reimbursement	Funding
00000	2017-18	6,500,000	2018-19	A-Base
8H310	2017-18	(6,500,000)	2018-19	B-Base

B) SPECIAL CONSIDERATION:

This is a loan of surplus funds in the Oceans Protection Plan program in 2017/18 to offset Coast Guard's 2017-18 A-Base capital over-programming. The loan must be repaid to the IRB North project as part of the 2018-19 initial budget allocation process. The repayment schedule may not be modified at any time as the funds are required on April 1, 2018 to effect the construction of the IRB North station.

C) BACKGROUND:

The A-Base capital program was approved in February 2017 with over-programming of 17% prior to the 2017-18 fiscal year based on a number of factors including the possibility of loaning from anticipated B-Based budgets. To avoid the Agency seeking justification for a re-profile or to add to the annual capital carry-forward, the decision was taken to fund a portion of the A-Base capital over-programming.

D) REPORTING:

Coast Guard's Business & Resource Management, the OPP Finance Team and the Agency's CFO Financial Management Advisor will include this loan in budget management tracking documents and will track/report on it as part of the regular monthly Departmental Financial Report.

E) CASH MANAGEMENT RECONCILIATION

Project	2017-2018	2018-2019	Funding	Capital Program
8H310	(6,500,000)	6,500,000	B-Base	Oceans Protection Plan (IRB North)
00000	6,500,000	(6,500,000)	A-Base	A-Base

Developed by : Shelley Lavell, Lead, Resource Management OPP

Approved by:

OPP Project Team:

PROJECT MANAGER **Peter Garapick** **Superintendent, Arctic SAR**	**Approved:** **Date:** 22 Aug 17
PROJECT LEADER **James Forsythe** **C&A OPP Implementation Team**	**Approved:** **Date:** 2017-8-22
PROJECT MANAGER **Peter Garapick** **Superintendent, Arctic SAR**	**Approved:** **Date:** 22 Aug 17
PROJECT DIRECTOR **Harry Chadwick** **Regional Director, Incident Management C&A**	**Approved:** **Date:** 22 Aug 17
PROJECT SPONSOR **J. Gascon** **Assistant Commissioner, C&A**	**Approved:** **Date:** 22/08/2017
NATIONAL OPP IMPLEMENTATION TEAM Antonella Ferro for: **Simon Melanson** **A/Senior Director, Change Leadership & Implementation Management**	**Approved:** **Date:** Aug 23/17
DIRECTOR **Dominic Parent** **Director, Business & Resource Management**	**Approved:** **Date:**
DIRECTOR GENERAL Dominic Parent for: **Cathy Salter** **A/Director General, IBMS**	**Approved:** **Date:**
PROGRAM DIRECTOR **M. Pelletier** **Deputy Commissioner, Operations**	**Approved:** **Date:**
SENIOR FINANCIAL MANAGEMENT ADVISOR Danny Champagne for: **Louis-Michel Charland** **Chief Financial Officer Sector**	**Approved:** **Date:**

Developed by: **Shelley Lavell, Lead, Resource Management OPP**

Deroon, Lisa

From: Thompson, Steve A
Sent: September 7, 2017 8:10 AM
To: Julien, Stephane-cmdt
Cc: Garapick, Peter; 'PETER GARAPICK (Mobile)'
Subject: RE: RHIB Arrival in RI

I will be there on the 17th for this, just in case you're early.

Peter – I will be up there alone, as Mark is at the CCGA Contribution Workshop in Ottawa and you are in Quebec. I trust the crew and I will be able to get it sorted out on-site.

Hope you're both having a good time.

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Julien, Stephane-cmdt
Sent: 6 septembre 2017 15:02
To: Thompson, Steve A
Cc: Forsythe, James; Davids, Michael; Chadwick, Harry; Garapick, Peter; Deroon, Lisa; PETER GARAPICK (Mobile); Marsaw, Meghan; Smith, Rachelle; Liu, Jesse; Jean-Poix, Ralph; Lortie, Sylvain; Di Patria, Lorie-Ann; Gagnon, Mark
Subject: RE: RHIB Arrival in RI

As slight correction, earliest is 17th

Capitaine Stéphane Julien

Commandant NGCC Pierre Radisson
Garde côtière canadienne - Région du Centre et de l'Arctique
Pêches et Océans Canada
Courriel: stephane.julien@dfo-mpo.gc.ca

Commanding Officer NGCC Pierre Radisson
Canadian Coast Guard – Central and Arctic Region
Fisheries and Oceans Canada
EMail: stephane.julien@dfo-mpo.gc.ca

De : Thompson, Steve A
Envoyé : 6 septembre 2017 16:45
À : Thompson, Steve A

Cc : Forsythe, James; Davids, Michael; Chadwick, Harry; Garapick, Peter; Deroon, Lisa; PETER GARAPICK (Mobile); Marsaw, Meghan; Smith, Rachelle; Liu, Jesse; Jean-Poix, Ralph; Lortie, Sylvain; Di Patria, Lorie-Ann; Gagnon, Mark; Julien, Stephane-cmdt
Objet : RHIB Arrival in RI

Good afternoon all,

Wanting to ensure that everyone is kept advised of the updated arrival of the IRB North vessel to storage in Rankin Inlet, as per the email below. With no event scheduled for September 21, as of now the CCGS Pierre Radisson plans on arriving earlier and dropping off the cargo before proceeding on sea/ice trials and program work. As such, the new anticipated delivery date for the vessel is **approximately September 18** (weather and sea conditions dependant), and the truck delivery date remains September 9/10 (unchanged). The Arctic SAR program will work with Communications to develop media lines for any inquiries, and run through approval in (I presume) the AC's Office, and shared with all – including the Radisson.

Lastly as a FYI, AC Gascon spoke with the town's mayor yesterday and informed him that we will be delivering some assets to the Forward Operating Location and he was supportive and understanding.

Please let me know if you require any additional information.

Thank you,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

-----Original Message-----
From: PETER GARAPICK (Mobile) [mailto:PETER.GARAPICK@mobile.gc.ca]
Sent: 5 septembre 2017 10:53
To: Thompson, Steve A; Gascon, Julie
Cc: Lortie, Sylvain; Chadwick, Harry; Di Patria, Lorie-Ann
Subject: Re: Présentation - Cours droit maritime

Julie,

As you know, I am in Reykjavik.

I have met with Stephane Julien. FYI, with no minister, commissioner or media planned for Radission arrival in RI, Stephane wants to be flexible with the arrival date. If he makes it there earlier than the 20th, he wants to transfer the cargo and carry on with ice trials. He wants as much time with that as possible. Weather remains the determining factor for his crossing time and arrival in RI.

I have asked Steve and Mark to be ready to be in RI if Radisson makes beter time coming back. This moving date will be important if/when you talk to the mayor. Earliest is 18th.

Sent from my BlackBerry 10 smartphone on the Rogers network.

Thompson, Steve A

From:	Thompson, Steve A
Sent:	Thursday, September 7, 2017 2:31 PM
To:	Liu, Jesse
Cc:	Garapick, Peter; Chadwick, Harry; Forsythe, James; Davids, Michael
Subject:	Engagement Profile Template: IRB North Focus Groups (October 10 - 24, 2017)
Attachments:	Engagment Profile Template - IRB North Focus Groups.xlsx; Engagment Profile Template - IRB North Focus Groups.pdf

Good afternoon Jesse,

I understand that this form needs to go to you, as it provides details for the planned focus groups for the IRB North project. I have attached both a signed PDF and unsigned Excel copy.

Please let me know if you require additional information.

Regards,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

Engagement Profile

Project Title:

OPP Pillar:	State of the Art Marine Safety System
Initiative:	On-Water Presence and Response Capacity
Sub-Initiative:	Six new SAR Lifeboats and Inshore Rescue Boat
Description:	Inshore Rescue Boat (IRB) North
Location:	To Be Determined

CCG Project Leads:

	Title/Name	Email	Phone Number
Project Sponsor:	Julie Gascon	Julie.Gascon@dfo-mpo.gc.ca	514-283-0050
Project Leader:	James Forsythe	james.forsythe@dfo-mpo.gc.ca	519-383-1830
National Project Manager:	Peter Garapick	peter.garapick@dfo-mpo.gc.ca	519-312-4552
Western Project Manager:	N/A		
C&A Project Manager:	N/A		
Atlantic Project Manager:	N/A		
Other Relevant Leads:	Steve Thompson	steve.thompson2@dfo-mpo.gc.ca	438-993-4622

Level of Engagement: Indigenous

Enter Level: Medium

High	Medium	Low
•Formal Consultation •Negotiated Agreements •Resources Required	• Ongoing Discussions • Advice Sought •Opportunistic Agreements	•Information Sharing Only

Description of Engagement

Duty to Consult: Yes ☐ No ☒

If yes, explain:

Previous Engagement	Arctic SAR Study: each community has been previously engaged during the Arctic SAR study carried out from 2015-2017, which preceeded the IRB North project.
Engagement Objectives	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.
Engagement Resources	Freelance translator (Inuktitut to English), CCG Arctic SAR staff, supporting resources from Government of Nunavut, Government of Northwest Territories, Kativik Regional Government,
Engagement Funding	Within IRB North Project Budget (8H310)

Contracts Required? Yes ☐ No ☒

Cost Estimate Contracts: G&C's: O&M's $65000

FTE: [ ] Capital Fund: [ ]

Level of Engagement: Stakeholders

Enter Level: Medium

High	Medium	Low
•Formal Consultation •Negotiated Agreements •Resources Required	• Ongoing Discussions • Advice Sought •Opportunistic Agreements	•Information Sharing Only • No collaborative agreements

Description of Engagement

Duty to Consult: Yes | No

If yes, explain:

Previous Engagement	Arctic SAR Study: each community has been previously engaged during the Arctic SAR study (2015-2017). Many stakeholders involved in these focus groups were also involved in this study (i.e., Government of Nunavut, Northwest Territories, Kativik Regional Government). Furthermore other stakeholders including representative groups (i.e., Nunavut Tunngavik Inc and Nunavut Impact Review Board) have been consulted with throughout the IRB North project.
Engagement Objectives	Continued engagement planned via focus groups highlighting the IRB program, its benefits and gaining feedback on proposed recruitment approach and materials.
Engagement Resources	Freelance translator (Inuktitut to English), Supporting resources from Government of Nunavut, Government of Northwest Territories, Kativik Regional Government, depending on location.
Engagement Funding	Not Available through 8H310 budget. G&C funding request submitted for this amount on July 11, 2017.

Contracts Required? Yes | No

Cost Estimate Contracts: G&C's: $80000 O&M's: [ ]

FTE: [ ] Capital Fund: [ ]

Level of Engagement: Other Departments

Enter Level: Medium

High	Medium	Low
•Co-lead on Initiative	• Advice and Support Required	• Information Sharing Only

Description of Engagement

Duty to Consult: Yes | No

If yes, explain:

Previous Engagement	PSC solicited for support for the creation of the IRB North Selection Poster, and in designing recruitment methodology.
Engagement Objectives	Gain better understanding of Indigenous employment and successful recruitment techniques.
Engagement Resources	None
Engagement Funding	None

Contracts Required? Yes **No**

Cost Estimate Contracts: G&C's: O&M's $1500

FTE: Capital Fund:

Approximate Engagement Timeline

Date	Description of Action
October 10, 2017	Community focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.
October 11, 2017	Student focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Arctic College.
October 12, 2017	Community focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.
October 13, 2017	Student focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Aurora College.
October 17, 2017	Community focus group in Kuujjuaq, QC on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.
October 18, 2017	Community focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.
October 19, 2017	Student focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Fisheries Institute.
October 23, 2017	Community focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.
October 24, 2017	Student focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Vanue: Nunavut Arctic College.

Project Engagement Benefits

1. Provide known highlights of the IRB North program, its benefits while also gaining feedback on proposed selection approach. 2. Promotion of Timelines (selection and operational). 3. Fostering continued relationships between CCG and these communities and stakeholders. 4. Public safety education of CCG mandate and boating safety.

s.19(1)

Other Primary Contacts

Title/ Organization	Name	Email	Phone
Government of Nunavut	Ed Zebedee	EZebedee@gov.nu.ca	867-975-5448
Government of Nunavut	Brenda Panipakoocho	BPanipakoocho@gov.nu.ca	867-975-5322
Government of Nunavut	Steven Baillie	sbailliecgs@gov.nu.ca	867-975-5403
Government of Northwest Territories	Kevin Brezinski	Kevin_Brezinski@gov.nt.ca	867-767-9161
Kativik Regional Government	Craig Lingard	clingard@krg.ca	819-964-2961 #2312
Nunavut Tunngavik Inc	Udlu Hanson		867-975-4900
Nunavut Impact Review Board	Ryan Barry		867-983-4608
Memorial University	Randy Pittman	Randy.Pittman@mi.mun.ca	709-454-5093

Linkages with OPP and Other Initiatives

These focus groups may be used as a platform to promote a number of OPP initiatives including:
8H220 - ER Student and Indigenous Recruitment Program
8W100 - Coast Guard Auxiliary Chapter in the Arctic and Community Boats Expansion
8K100 - Increased CCG Arctic Presence
8W410 - Indigenous Community Boats North of 60
8W310 - Indigenous Community Response Teams
8F100 - Risk Analysis of Maritime Search and Rescue Delivery (RAMSARD)

Indigenous and Stakeholder Linkages and Requests

None at this time

ST (Steve Thompson for)
Peter Garapick

S Thompson

National Project Manager Name (Printed) **Signature**

Engagement Profile

Project Title:

OPP Pillar:	State of the Art Marine Safety System
Initiative:	On-Water Presence and Response Capacity
Sub-Initiative:	Six new SAR Lifeboats and Inshore Rescue Boat
Description:	Inshore Rescue Boat (IRB) North
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National Project Manager:	Peter Garapick	peter.garapick@dfo-mpo.gc.ca	519-312-4552
Western Project Manager:	N/A		
C&A Project Manager:	N/A		
Atlantic Project Manager:	N/A		
Other Relevant Leads:	Steve Thompson	steve.thompson2@dfo-mpo.gc.ca	438-993-4622

Level of Engagement: Indigenous

Enter Level: Medium

High	**Medium**	**Low**
•Formal Consultation •Negotiated Agreements •Resources Required	• Ongoing Discussions • Advice Sought •Opportunistic Agreements	•Information Sharing Only

Description of Engagement

Duty to Consult: Yes **No**

If yes, explain:

Previous Engagement	Arctic SAR Study: each community has been previously engaged during the Arctic SAR study carried out from 2015-2017, which preceeded the IRB North project.
Engagement Objectives	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.
Engagement Resources	Freelance translator (Inuktitut to English), CCG Arctic SAR staff, supporting resources from Government of Nunavut, Government of Northwest Territories, Kativik Regional Government,
Engagement Funding	Within IRB North Project Budget (8H310)

Contracts Required? Yes **No**

Cost Estimate Contracts: G&C's: O&M's: $65000

FTE: Capital Fund:

Level of Engagement: Stakeholders

Enter Level: Medium

High	Medium	Low
•Formal Consultation •Negotiated Agreements •Resources Required	• Ongoing Discussions • Advice Sought •Opportunistic Agreements	•Information Sharing Only • No collaborative agreements

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Engagement Funding	Not Available through 8H310 budget. G&C funding request submitted for this amount on July 11, 2017.

Contracts Required? Yes | **No**

Cost Estimate Contracts: G&C's: $80000 O&M's:

FTE: Capital Fund:

Level of Engagement: Other Departments

Enter Level: Medium

High	Medium	Low
•Co-lead on Initiative	• Advice and Support Required	• Information Sharing Only

Description of Engagement

Duty to Consult: Yes | **No**

If yes, explain:

Previous Engagement	PSC solicited for support for the creation of the IRB North Selection Poster, and in designing recruitment methodology.

Engagement Objectives	Gain better understanding of Indigenous employment and successful recruitment techniques.
Engagement Resources	None
Engagement Funding	None

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Cost Estimate Contracts:	G&C's:		O&M's	$1500
	FTE:		Capital Fund:	

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Government of Nunavut	Ed Zebedee	EZebedee@gov.nu.ca	867-975-5448
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Government of Nunavut	Steven Baillie	sbailliecgs@gov.nu.ca	867-975-5403
Government of Northwest Territories	Kevin Brezinski	Kevin_Brezinski@gov.nt.ca	867-767-9161
Kativik Regional Government	Craig Lingard	clingard@krg.ca	819-964-2961 #2312
Nunavut Tunngavik Inc	Udlu Hanson		867-975-4900
Nunavut Impact Review Board	Ryan Barry		867-983-4608
Memorial University	Randy Pittman	Randy.Pittman@mi.mun.ca	709-454-5093

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8W100 - Coast Guard Auxiliary Chapter in the Arctic and Community Boats Expansion
8K100 - Increased CCG Arctic Presence
8W410 - Indigenous Community Boats North of 60
8W310 - Indigenous Community Response Teams
8F100 - Risk Analysis of Maritime Search and Rescue Delivery (RAMSARD)

Indigenous and Stakeholder Linkages and Requests

None at this time

Peter Garapick

National Project Manager Name (Printed)

Signature

Deroon, Lisa

From: Thompson, Steve A
Sent: September 12, 2017 8:31 AM
To: 'Earl LEBLANC'
Cc: Garapick, Peter
Subject: RE: Assistance moving a Coast Gaurd vehicle

Good morning Sgt. Leblanc,

According to the Desgagnés website, the sealift into Rankin for our truck has been delayed until the 15th.

I will keep you updated if things change, as they update this every few days.
https://www.arcticsealift.com/en/schedule.php

I will also be in town as of the 17th, and can pick up if you are unable to.

Once again, thank you for your help!

Regards,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Earl LEBLANC [mailto:E.LeBlanc@rcmp-grc.gc.ca]
Sent: 7 septembre 2017 12:55
To: Thompson, Steve A
Cc: Garapick, Peter
Subject: RE: Assistance moving a Coast Gaurd vehicle

Thanks Steve, we will look after it.

>>> "Thompson, Steve A" <Steve.Thompson2@dfo-mpo.gc.ca> 07/09/2017 11:38 AM >>>
Good morning Earl,
As a follow up to our conversation, the truck is scheduled to now arrive in Rankin on Sept. 12th. It should be available on the Sealift beach by this date.
Attached is the booking confirmation, in case you need it for anything.
I'll be in town later on this month, and will stop by the station to say hello (although I think we met in passing last month at Op Nanook).
Thank you for your assistance!
Regards,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622

Email | courriel : steve.thompson2@dfo-mpo.gc.ca

s.19(1)

From: Garapick, Peter
Sent: 1 septembre 2017 15:47
To: e.leblanc@rcmp-grc.gc.ca; Thompson, Steve A
Subject: Assistance moving a Coast Gaurd vehicle

Earl,

Good speaking with you moments ago;

I have copied Steve Thompson here, he will be your contact next week and will confirm the arrival of the vehicle.

The goal is to quietly move this CCG marked vehicle from the back harbour to the FOL Hangar.

Steve's cell phone number is 438.993.4622.

I have passed your contact info to him via another e-mail.

Thanks again for your assistance and I look forward to meeting you the week of September 20th.

Peter Garapick
Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

Deroon, Lisa

From: Thompson, Steve A
Sent: September 12, 2017 9:06 AM
To: Garapick, Peter; Chadwick, Harry; Forsythe, James; Davids, Michael
Subject: FOR COMMENTS: P6 PPR 8H310
Attachments: P6-PPR-8H310-Inshore Rescue Boat North (IRB).xls

s.19(1)

Good morning all,

Please find attached the draft P6 PPR for 8H310 for your review and comments. I want to ensure we raise risks associated with the generic location element again (reference Harry's diagram),

As for the project timeline, I put in a 'best guess' that a location would be anticipated to be confirmed by November 1st, and we'd be able to have interim leases and contract with PSPC completed in December. Any other ideas?

If you could have your comments on this back by the end of the day today, that would be most appreciated. I will modify as required and submit tomorrow.

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

Key Milestones and Deliverables for Duration of Project (~ 5 years)

Executive Summary

Overall Project Health: Remediation Required

Past Month: Surplus interim truck acquired and delivered to Rankin Inlet via Taiga Desgagnés on or about Sept. 15. IRB North vessel scheduled for delivery in Rankin Inlet approximately Sept. 20 via CCGS Pierre Radisson. Secured storage in DND Forward Operating Location in Rankin Inlet for vessel and truck. Spare Zodiac 590 located, to be retrofitted in Dartmouth in September 2017, and available as a stand-by spare vessel on-site to support 2018 operations.
Next Month: Preparations underway for focus groups and outreach activities for recruitment and hiring, tentatively planned for October 10,11 (Cambridge Bay, NU), October 12,13 (Inuvik, NT), October 17 (Kuujjuaq, QC), October 18,19 (Iqaluit, NU), October 23,24 (Rankin Inlet, NU). Ongoing development on the selection poster content and method of promotion.

Overall Progress Summary: Any location-specific project aspects on hold awaiting further direction. This includes preparing for interim operations, commencing activities related to construction of permanent facilities. Ongoing development of recruitment materials for non-specified location. Continued engagement planned via focus groups highlighting the program, benefits and gaining feedback on proposed approach. Continued discussions as to the funding responsibilities and associated process for the construction of permanent IRB facilities (i.e., is money held by DFO RP vs. CCG Regional OPP Project Team). This will determine how agreements are entered into, which will be formalized by a project charter.

Highlights: Any location-specific project aspects on hold awaiting further direction. Pre-positioning of assets in Rankin Inlet to support operations in 2018 season is well underway.

Scope Status Indicator: G

Scope and Business Outcomes:
Implement and operationalize CCG's first IRB Station North of the 60th parallel in the Arctic, with the collaboration of OGDs, Indigenous groups, Governments and Communities.

Overall Program Health

Aggregate Indicators (Budget, Scope, Schedule)	Overall Program Health
At least one red indicator	RED
Three yellow indicators	RED
Two yellow and one green indicators	YELLOW
Other permutations	GREEN

Applying judgment, adjust the current overall project health indicator up or down to reflect the realities of the project. Judgement plays an important role in determining overall health, depending on the specific circumstances of a project. This assessment of the overall project health requires the judgment of a senior level project manager or executive within the project governance body.
Green indicates that the project is on track.
Yellow indicates that some course correction may be required.
Red indicates that significant course correction may be required.

Note: Projects that are Yellow or Red in one month should be identified in the dashboard as Yellow or Red for that month even if course correction is completed during the same month. Once the project is back on track, the project can be changed to Green in the next month.

Project Status Indicators

	Scope
G	All scope elements proceeding as planned
Y	All scope elements proceeding with minor changes to one or more scope elements
R	One or more scope elements not proceeding or major changes to one or more scope elements

Project Status Indicators

	Schedule (see notes)
G	All scope elements and work activities proceeding on schedule. No change to planned completion date.
Y	Minor project delay not impacting project completion date in a significant way. Delay is not impacting operations in a significant way.
R	Project delays leading to completion of project in a subsequent FY beyond what was planned and /or delay is posing operational challenges.

Project Schedule Status: G

Type	Description	% Completed	Target Completion	Status	Forecast/Actual Completion	Significant (Y/N)	Region	Changed since last report (Y/N)	Variance
Project Planning	Completed and Approved Project Charter (PC)	100%	May 31, 2017	Completed	May 31, 2017	Y	C&A	N	0
Project Planning	Completed and Uploaded Work Breakdown Structure (WBS)	100%	June 14, 2017	Completed	June 14, 2017	Y	C&A	N	0
Project Planning	Completed and Approved Project Implementation Plan	100%	June 30, 2017	Completed	July 31, 2017	Y	C&A	N	1
Engagement	COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	0%	August 31, 2017	Remediation Required	November 1, 2017	Y	C&A	Y	2
Procurement	2018 IRB NORTH SEASON - COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	100%	October 31, 2017	Completed	September 1, 2017	Y	C&A	Y	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	85%	October 31, 2017	On track	October 31, 2017	Y	C&A	Y	0
Procurement	2018 IRB NORTH SEASON - COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	25%	November 30, 2017	Attention Required	December 31, 2017	Y	C&A	Y	1
Hiring	2018 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2018	Not Started	March 31, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		April 30, 2018	Not Started	April 30, 2018	Y	C&A	N	0
Hiring	2018 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2018	Not Started	May 31, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION		September 30, 2018	Not Started	September 30, 2018	Y	C&A	N	0
Construction	2019 IRB NORTH SEASON - SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	50%	August 31, 2017	Attention Required	December 1, 2017	Y	C&A	N	3
Procurement	2019 IRB NORTH SEASON - SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION		April 30, 2018	Not Started	April 30, 2018	Y	C&A	N	0
Procurement	2019 IRB NORTH SEASON - COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		June 30, 2018	Not Started	June 30, 2018	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 30, 2018	Not Started	October 30, 2018	Y	C&A	N	0
Hiring	2019 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2019	Not Started	March 31, 2019	Y	C&A	N	0
Hiring	2019 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2019	Not Started	May 31, 2019	Y	C&A	N	0
Construction	2019 IRB NORTH SEASON - COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES		May 31, 2019	Not Started	May 31, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2019	Not Started	September 30, 2019	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON		October 1, 2018	Not Started	October 1, 2018	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON		February 28, 2019	Not Started	February 28, 2019	N	C&A	N	0
Procurement	2020 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		July 31, 2019	Not Started	July 31, 2019	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 31, 2019	Not Started	October 31, 2019	N	C&A	N	0
Hiring	2020 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2020	Not Started	March 31, 2020	N	C&A	N	0
Hiring	2020 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2020	Not Started	May 31, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES		May 31, 2020	Not Started	May 31, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2020	Not Started	June 15, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		June 15, 2020	Not Started	June 15, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2020	Not Started	June 15, 2020	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2020	Not Started	September 30, 2020	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON		October 1, 2019	Not Started	October 1, 2019	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON		February 28, 2020	Not Started	February 28, 2020	N	C&A	N	0
Procurement	2021 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		July 31, 2020	Not Started	July 31, 2020	Y	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 31, 2020	Not Started	October 31, 2020	N	C&A	N	0
Hiring	2021 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2021	Not Started	March 31, 2021	N	C&A	N	0

Hiring	2021 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2021	Not Started	May 31, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES		May 31, 2021	Not Started	May 31, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2021	Not Started	June 15, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE) 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2021	Not Started	June 15, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2021	Not Started	June 15, 2021	Y	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2021	Not Started	September 30, 2021	N	C&A	N	0
Other	2022 IRB NORTH SEASON - COMPLETE PLANNING, AQUISITION & DELIVERY OF ANY MAJOR EQUIPMENT, AND RECRUITMENT		March 31, 2022	Not Started	March 31, 2022	Y	C&A	N	0
Other	2023 IRB NORTH SEASON - COMPLETE PLANNING		March 31, 2022	Not Started	March 31, 2022	N	C&A	N	0
Other	PROJECT CLOSE		March 31, 2022	Not Started	March 31, 2022	Y	C&A	Y	0
									0
									0
									0
				Schedule Variance (Months)					7

Sub-Initiative Title	Six new SAR Lifeboats and In-Shore Rescue Boat
Sub-Initiative Number	8H310

Description:
Implement and operationalize CCG's first IRB Station North of the 60th parallel in the Arctic, with the collaboration of OGDs, Indigenous groups, Governments and Communities.

Lead/ Coordinating Department	DFO - CCG
Partners (Delivery/ Implementation):	
OGDs	PSPC, RCMP, DND (RCAF, Canadian Rangers)
Indigenous Groups	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of chosen location
Industry Groups	Architectural and Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solutions (Sealift)
NGOs	

Provinces/Territories
Nunavut

Strategic Outcome Tracking	
Shared Outcome(s)	Enhanced federal monitoring, coordination, and on-water response capacity
Indicator(s)	Number of Lifeboat stations built to increase the Coast Guard's search and rescue capacity
Target(s)	6
Status	On track

Client Groups
Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety

Highlights	Issues for discussion
Highlights: Any location-specific project aspects on hold awaiting further direction. Pre-positioning of assets in Rankin Inlet to support operations in 2018 season is well underway.	Any location-centric activities, including engagement, are on hold awaiting confirmation of location. 0 0

Sub-Initiative Health

	Remediation Required

Milestones

Type	Description	Target for Completion (text only)	Revised Target Date	Status	Significant (Y/N)	Region	Changed since last report (Y/N)	Project Code
Project Planning	Completed and Approved Project Charter (PC)	May 2017	May 2017	Completed	Y	C&A	N	8H310
Project Planning	Completed and Uploaded Work Breakdown Structure (WBS)	June 2017	June 2017	Completed	Y	C&A	N	8H310
Project Planning	Completed and Approved Project Implementation Plan	June 2017	July 2017	Completed	Y	C&A	N	8H310
Engagement	COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	August 2017	November 2017	Remediation Required	Y	C&A	Y	8H310
Procurement	2018 IRB NORTH SEASON - COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	October 2017	September 2017	Completed	Y	C&A	Y	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 2017	October 2017	On track	Y	C&A	Y	8H310
Procurement	2018 IRB NORTH SEASON - COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	November 2017	December 2017	Attention Required	Y	C&A	Y	8H310
Hiring	2018 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 2018	March 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 2018	June 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	April 2018	April 2018	Not Started	Y	C&A	N	8H310
Hiring	2018 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	May 2018	May 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 2018	June 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	OPERATIONS OF INTERIM IRB NORTH STATION	June 2018	June 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION	September 2018	September 2018	Not Started	Y	C&A	N	8H310
Construction	2019 IRB NORTH SEASON - SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	August 2017	December 2017	Attention Required	Y	C&A	N	8H310
Procurement	2019 IRB NORTH SEASON - SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION	April 2018	April 2018	Not Started	Y	C&A	N	8H310
Procurement	2019 IRB NORTH SEASON - COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	June 2018	June 2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 2018	October 2018	Not Started	Y	C&A	N	8H310
Hiring	2019 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 2019	March 2019	Not Started	Y	C&A	N	8H310
Hiring	2019 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	May 2019	May 2019	Not Started	Y	C&A	N	8H310
Construction	2019 IRB NORTH SEASON - COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES	May 2019	May 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 2019	June 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	June 2019	June 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	June 2019	June 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	September 2019	September 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON	October 2018	October 2018	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON	February 2019	February 2019	Not Started	N	C&A	N	8H310
Procurement	2020 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	July 2019	July 2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 2019	October 2019	Not Started	N	C&A	N	8H310
Hiring	2020 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 2020	March 2020	Not Started	N	C&A	N	8H310
Hiring	2020 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	May 2020	May 2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES	May 2020	May 2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 2020	June 2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	June 2020	June 2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	June 2020	June 2020	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	September 2020	September 2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON	October 2019	October 2019	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON	February 2020	February 2020	Not Started	N	C&A	N	8H310
Procurement	2021 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	July 2020	July 2020	Not Started	Y	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 2020	October 2020	Not Started	N	C&A	N	8H310
Hiring	2021 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 2021	March 2021	Not Started	N	C&A	N	8H310
Hiring	2021 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	May 2021	May 2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES	May 2021	May 2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 2021	June 2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE) 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	June 2021	June 2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	June 2021	June 2021	Not Started	Y	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	September 2021	September 2021	Not Started	N	C&A	N	8H310
Other	2022 IRB NORTH SEASON - COMPLETE PLANNING, AQUISITION & DELIVERY OF ANY MAJOR EQUIPMENT, AND RECRUITMENT	March 2022	March 2022	Not Started	Y	C&A	N	8H310
Other	2023 IRB NORTH SEASON - COMPLETE PLANNING	March 2022	March 2022	Not Started	N	C&A	N	8H310
Other	PROJECT CLOSE	March 2022	March 2022	Not Started	Y	C&A	Y	8H310
								8H310
								8H310
								8H310
Schedule Variance (Months								8H310
								8H310
								8H310
								8H310
								8H310
								8H310
								8H310
								8H310

Tombstone Data

Pillar	State of the Art Marine Safety System
Initiative	On-Water Presence and Response Capacity
Project Title	Inshore Rescue Boat North (IRB)
Project Code	8H310
Project Location	Nunavut, Northwest Territories or Nunavik
Project Start Date	April 1, 2017
Project End Date	March 31, 2022
National PM	Peter Garapick, C&A Superintendent SAR
ATL Regional PM	
CA Regional PM	Peter Garapick, C&A Superintendent SAR
WEST Regional PM	
Project Director:	Harry Chadwick
Project Lead:	James Forsythe
Project Sponsor:	Julie Gascon
Joint Initiative	
Department Lead:	DFO - CCG
Departments Involved:	PSPC, RCMP, DND (RCAF, Canadian Rangers)
ContactName:	
Groups	
Indigenous:	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of chosen location
Industry:	ɪnd Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solu
Client Groups:	Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety
Provinces of Delivery:	Nunavut
Shared Outcome:	Enhanced federal monitoring, coordination and on-water response capacity

Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome
Sep-17	Any location-centric activities, including engagement, are on hold awaiting confirmation of location.	Awaiting direction from HQ. Continue recruitment activities and community engagement without specifying a station location.	Sep-17	CCG HQ	**N**	
Closed						
August 11, 2017	Documented confirmation of the recommended location is required.	Project requires formal confirmation by September 26 as Surplus interim truck proceeding to Rankin Inlet and set to arrive Sept. 9, and SAR vessel arriving on September 26. Sufficient time for engagement with local hamlet prior to arrival of equipment is required.	Sep-17	CCG HQ	Yes	Senior Management Direction Obtained
May 31, 2017	Several activities are on hold awaiting formal confirmation of location of choice (Rankin Inlet). Causing a strain on project schedule.	Geotechnical surveys required before ground freezes in Fall 2017. Several briefing notes have been produced to several Senior	Aug-17	CCG HQ	**Yes**	Senior Management

Risks Details - Top 5 Project Risks

Overall Risk Status: G

Project Risk Regitry EKME #: ____________________

Project Risk Registry Updated this Period?:

Risk 1

Risk Category	Governance
Risk Statement	If the recommended location put forth by the CCG for the station location is not chosen by the Minister DFO, or not chosen in a timely manner, then delays in project planning and implementation can be expected.
Impact	4. High
Likelihood	3. Moderate
Response	**Accept**
Response Strategy	Until the location is confirmed, the project team will continue planning operations without a specified location. No mitigation will occur. If the recommended location is not chosen, the risk will be accepted, and the project team will adapt accordingly.

Risk 2

Risk Category	Engagement
Risk Statement	If the location for the project continues to remain unknown, then the risk to recruting suitable and qualified candidates will increase with time.
Impact	4. High
Likelihood	3. Moderate
Response	**Mitigate**
Response Strategy	Mitigate increasing risk levels by continuing with engagement meetings and focus groups to promote the initiative, and gain feedback on the proposed selection approach. However, the longer this occurs, the less mitigation may be possible.

Risk 3

Risk Category	Capacity
Risk Statement	If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements (and their associated implementation plans), then the incompleteness of this information may negatively impact the project objectives timeline.
Impact	3. Medium
Likelihood	3. Moderate
Response	**Mitigate**
Response Strategy	and engagement plan for internal stakeholders (DFO-CCG and OGDs) and external stakeholders (Indigenous groups, governments and communities).

Risk 4

Risk Category	Capacity
Risk Statement	occur, then there may be negative impacts to project. Reliance on shipping/transport, deferred construction and delayed installation of equipment (i.e., delays to the project timeline) could be expected.
Impact	4. High
Likelihood	3. Moderate
Response	**Mitigate**
Response Strategy	Using alternate transportation methods available via OGD or commercial sources.

Risk 5

Risk Category	Procurement
Risk Statement	If there is a failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, then this would significantly delay the project timeline.
Impact	4. High
Likelihood	2. Unlikely
Response	**Mitigate**
Response Strategy	This is unlikely to happen given the relationship with the Governments of Nunavut, Northwest Territories and Kativik Regional Government. Community consultation will be required within the selected community.

Overall Risk Status

Rating	Definition
Green	Indicates project is on track. The risks are not expected to impact the other metrics or overall business outcomes.
Yellow	Indicates some course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.
Red	Indicates that significant course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.

Figure 1: Impact Risk Criteria

Impact Score	Definition
5. Extreme	A major event that may lead to disastrous consequences for achieving project objectives and require the organization to make a large scale, major adjustment to the project
4. High	A critical event that with proper management attention can be addressed by the organization
3. Medium	An significant event with consequences that could lead to substantial review or changed ways of operation but that can be managed under normal circumstances by the organization to minimize the impact
2. Low	An event that can be absorbed but management effort is required to minimize the impact
1. Negligible	An event with consequences that can be absorbed through normal activity

Figure 2: Likelihood Risk Criteria

Likelihood Score	Probability	Experience/Observed Frequency
5. Almost Certain	More than 95%	Occurs regularly here.
4. Likely	76 – 95%	Has occurred here more than once, or is occurring to others in similar circumstances.
3. Moderate	25 – 75%	Has occurred here before, or has been observed in similar circumstances.
2. Unlikely	5 – 24%	Has occurred infrequently before to others in similar circumstances, but not here.
1. Rare	Less than 5%	Almost never observed - may occur only in exceptional circumstances.

Figure 3: Heat Map - Matrix of Possible Risk Scores or Index Values

Impact	1. Rare	2. Unlikely	3. Moderate	4. Likely	5. Almost Certain
5. Extreme	5	10	15	20	25
4. High	4	8	12	16	20
3. Medium	3	6	9	12	15
2. Low	2	4	6	8	10
1. Negligible	1	2	3	4	5

Likelihood

The risks associated with the project are ranked according to their Risk Index/Score. Based on this index, specific actions may be taken, as presented in Table 4.

Figure 4: Level of Required Management Attention, by Risk Index Score

Risk Index	Overall Level	Descriptor	Actions
15 to 25	RED	Unacceptable	• Requires immediate and continuous treatment until the risk is removed or can be downgraded. • Upon discovery, must be reported immediately through the chain-of-command to the Project Leader. • The status of all unresolved unacceptable risks shall be reported to the Project Leader at intervals not exceeding 2 weeks. The Project Leader shall report risks upwards through the chain of command, as appropriate.
5 to 12	YELLOW	Undesirable	• Best efforts, within available resource envelope, to be applied in order to remove or mitigate risk. • Status of all unresolved undesirable risks is to be reported to Project Leader at intervals not to exceed one month.
1 to 4	GREEN	Acceptable with Review	• Must be monitored to ensure that issues do not escalate. • To be prosecuted only if surplus capacity and resources exist. • No set reporting requirements beyond visibility in Project Risk Register.

Risk Response	Description
Treat/Mitigate	Mitigate risk by reducing impact and/or likelihood of a threat - a negative risk event.
Tolerate/Accept	Tolerate the risk where it is the only reasonable course of action, or if the cost of taking any action is prohibitive.
Transfer	Transfer the risk by completely transferring or partially sharing exposure or strategy with parts of the organization or other organizations.
Terminate/Avoid	In certain circumstances, the risk may jeopardize the reputation or even the existence of the entity. The activity then may need to be terminated to eliminate the risk in its entirety.

Financial Summary - Details

Project Budget Status G

Forecast VS YTD EncumbrancesTable

Period	P3- 17/18	P4 - 17/18	P5- 17/18	P6 - 17/18	P7 - 17/18
Forecast	$8,156,662.00	$1,650,421.00	$1,653,001.00	$1,653,001.00	$0.00
YTD Encumbrances	$0.00	$478,473.42	$811,092.51	$862,293.79	$0.00

Project Status Indicators	
	Budget (TEC)
G	+ 0 to 10%
Y	+11 to 20%
R	> 20%

Financial Summary and justifications if required:
$6.5M has been loaned to Coast Guard and repaid next fiscal. $300K of minor capital is to be transferred to O&M to cover costs of land surveys and assessments
Transfer salary budget to student to cover costs, gain 20% EBP

Abacus Financial Extraction - Pre-Populated from OPP Finance Team - Project Managers must confirm Forecast **Date of Extraction:**

Responsibility Centre	Allotment	Current Budget (1)	Planned Transfers (2)	Adjusted Budget (3) = 2 + 1	Expenditures (4)	Obligations (5)	Commitments (6)	Total Encumbrances (7)	Free Balance (8) = 3 - 7	Forecast (9)	Surplus / Deficit (10) = 3 - 9
C9A47	110	160,523	-	160,523	3,133	63,048	-	66,181	94,342	160,523	-
H9902	110	6,241		6,241				-	6,241		6,241
C9A47	118	15,478	-	15,478	13,622	-	-	13,622	1,856	15,478	-
C9A47	120	202,000	300,000	502,000	38,702	60,689	3,100	102,490	399,510	502,000	-
H9902	230	-	-	-				-	-		-
C9A47	280	1,275,000	(300,000)	975,000	-	454,000	226,000	680,000	295,000	975,000	-
				-				-	-		-
				-				-	-		-
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				-				-	-		-
				-				-	-		-
				-				-	-		-
				-				-	-		-
				-				-	-		-
Project Total		**1,659,242**	**-**	**1,659,242**	**55,457**	**577,736**	**229,100**	**862,294**	**796,948**	**1,653,001**	**6,241**
Vote 1		384,242	300,000	684,242	55,457	123,736	3,100	182,294	501,948	678,001	6,241
Vote 5		1,275,000	(300,000)	975,000	-	454,000	226,000	680,000	295,000	975,000	-
Vote 10		-	-	-	-	-	-	-	-	-	-

Financial and FTE Details

Current Cash and FTE Profile

	Previous	Current FY	FY +1	FY +2	FY +3	FY +4	Total
Cash Profile by Vote							
Vote 1	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vote 5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vote 10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Current FY	FY +1	FY +2	FY +3	FY +4	Total
Carry-Forward Profile						
Vote 1	0.00	0.00	0.00	0.00	0.00	0.00
Vote 5	0.00	0.00	0.00	0.00	0.00	0.00
Vote 10	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00

	Current FY	FY +1	FY +2	FY +3	FY +4	Total
Current FTE Allocation by Region						
Atlantic	0.0	0.0	0.0	0.0	0.0	0.0
CA	0.0	0.0	0.0	0.0	0.0	0.0
Western	0.0	0.0	0.0	0.0	0.0	0.0
HQ	0.0	0.0	0.0	0.0	0.0	0.0
College	0.0	0.0	0.0	0.0	0.0	0.0
Total FTE	0.0	0.0	0.0	0.0	0.0	0.0

Financial Progress Details

Financial Progress Vote 1

	17/18 Initial Budget Allocation	17/18 Current Budget (1)	Expenditures (2)	Obligations (3)	Commitments (4)	Total Encumbrances (5) = (2) + (3) + (4)	Free Balance (6) = (1) - (5)	System Forecast (7)	Variance (8) = (1) - (7)
Atlantic									
Salaries									
O&M									
Total									
Central and Arctic									
Salaries									
O&M									
Total									
Western									
Salaries									
O&M									
Total									
HQ									
Salaries									
O&M									
Total									
College									
Salaries									
O&M									
Total									
Vote 1 Total									
Salaries									
O&M									
Total									

Financial Progress Vote 5

	17/18 Initial Budget Allocation	17/18 Current Budget (1)	Expenditures (2)	Obligations (3)	Commitments (4)	Total Encumbrances (5) = (2) + (3) + (4)	Free Balance (6) = (1) - (5)	System Forecast (7)	Variance (8) = (1) - (7)
Atlantic									
Salaries									
O&M									
Total									
Central and Arctic									
Salaries									
O&M									
Total									
Western									
Salaries									
O&M									
Total									
HQ									
Salaries									
O&M									
Total									
College									
Salaries									
O&M									
Total									
Vote 5 Total									
Salaries									
O&M									
Total									

Financial Progress Vote 10

	17/18 Initial Budget Allocation	17/18 Current Budget (1)	Expenditures (2)	Obligations (3)	Commitments (4)	Total Encumbrances (5) = (2) + (3) + (4)	Free Balance (6) = (1) - (5)	System Forecast (7)	Variance (8) = (1) - (7)
Atlantic									
Central and Arctic									
Western									
HQ									
Total									

Canadian Coast Guard OPP Monthly Progress Report (PPR)

Pillar: STATE OF THE ART MARINE SAFETY SYSTEM
Initiative: On-Water Presence and Response Capacity
Sub-Initiative: Six new SAR Lifeboats and In-shore Rescue Boat
Project Name: Inshore Rescue Boat North (IRB)
Report Date: P6
Project Phase: Planning
Shared Outcome: Enhanced federal monitoring, coordination and on-water response capacity

National Project Manager: Peter Garapick
Lead: James Forsythe
Director: Harry Chadwick
Sponsor: Julie Gascon
DG OPI: AC C&A, Julie Gascon
Project Complexity and Risk Rating: Non Applicable
Project Code: 8H310

Executive Summary

Overall Project Health: Remediation Required

Past Month: Surplus interim truck acquired and delivered to Rankin Inlet via Taiga Desgagnés on or about Sept. 15. IRB North vessel scheduled for delivery in Rankin Inlet approximately Sept. 20 via CCGS Pierre Radisson. Secured storage in DND Forward Operating Location in Rankin Inlet for vessel and truck. Spare Zodiac 590 located, to be retrofitted in Dartmouth in September 2017, and available as a stand-by spare vessel on-site to support 2018 operations.
Next Month: Preparations underway for focus groups and outreach activities for recruitment and hiring, tentatively planned for October 10,11 (Cambridge Bay, NU), October 12,13 (Inuvik, NT), October 17 (Kuujjuaq, QC), October 18,19 (Iqaluit, NU), October 23,24 (Rankin Inlet, NU). Ongoing development on the selection poster content and method of promotion.

Overall Progress Summary: Any location-specific project aspects on hold awaiting further direction. This includes preparing for interim operations, commencing activities related to construction of permanent facilities. Ongoing development of recruitment materials for non-specified location. Continued engagement planned via focus groups highlighting the program, benefits and gaining feedback on proposed approach. Continued discussions as to the funding responsibilities and associated process for the construction of permanent IRB facilities (i.e., is money held by DFO RP vs. CCG Regional OPP Project Team). This will determine how agreements are entered into, which will be formalized by a project charter.

Highlights: Any location-specific project aspects on hold awaiting further direction. Pre-positioning of assets in Rankin Inlet to support operations in 2018 season is well underway.

Scope Summary and Business Outcomes

G

Implement and operationalize CCG's first IRB Station North of the 60th parallel in the Arctic, with the collaboration of OGDs, Indigenous groups, Governments and Communities.

Project Schedule - Key Milestones

G

Type	Description	Target Completion	Status	Forecast/Actual Completion	Significant (Y/N)	Changed since last report (Y/N)	Variance
Project Planning	Completed and Approved Project Charter (PC)	May 31, 2017	Completed	May 31, 2017	Y	N	0
Project Planning	Completed and Uploaded Work Breakdown Structure (WBS)	June 14, 2017	Completed	June 14, 2017	Y	N	0
Project Planning	Completed and Approved Project Implementation Plan	June 30, 2017	Completed	July 31, 2017	Y	N	1
Engagement	COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	August 31, 2017	Remediation Required	November 1, 2017	Y	Y	2
Procurement	2018 IRB NORTH SEASON - COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	October 31, 2017	Completed	September 1, 2017	Y	Y	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 31, 2017	On track	October 31, 2017	Y	Y	0
Procurement	2018 IRB NORTH SEASON - COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	November 30, 2017	Attention Required	December 31, 2017	Y	Y	1
Hiring	2018 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 31, 2018	Not Started	March 31, 2018	Y	N	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 15, 2018	Not Started	June 15, 2018	Y	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	April 30, 2018	Not Started	April 30, 2018	Y	N	0
Hiring	2018 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	May 31, 2018	Not Started	May 31, 2018	Y	N	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	June 15, 2018	Not Started	June 15, 2018	Y	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION	June 15, 2018	Not Started	June 15, 2018	Y	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION	September 30, 2018	Not Started	September 30, 2018	Y	N	0
Construction	2019 IRB NORTH SEASON - SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	August 31, 2017	Attention Required	December 1, 2017	Y	N	3
Procurement	2019 IRB NORTH SEASON - SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION	April 30, 2018	Not Started	April 30, 2018	Y	N	0
Procurement	2019 IRB NORTH SEASON - COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	June 30, 2018	Not Started	June 30, 2018	Y	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	October 30, 2018	Not Started	October 30, 2018	Y	N	0
Hiring	2019 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	March 31, 2019	Not Started	March 31, 2019	Y	N	0
						Schedule Variance (Months)	7

TB Approved FTE and Budget Allocation

TB Approved Budget ($Millions) - *Includes all Votes, EBP and Enabler Fees*

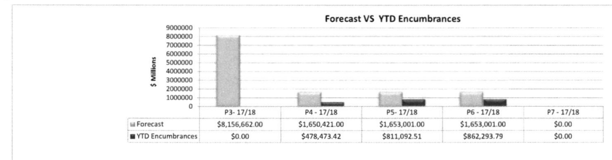
2017-18	2018-19	2019-20	2020-21	2021-22	Total	On-Going
8.16	0.46	0.38	0.38	0.38	9.75	0.38

FTE Allocation by FY

2017-18	2018-19	2019-20	2020-21	2021-22	Total	On-Going
7.00	7.00	6.00	6.00	6.00	32.00	6.00

Financial Summary - Actuals

G



Financial Progress

	17/18 Initial Budget Allocation	17/18 Current Budget (1)	Expenditures (2)	Obligations (3)	Commitments (4)	Total Encumbrances (5) = (2) + (3) + (4)	Free Balance (6) = (1)-(5)	Forecast (7)	Variance (8) = (1) - (7)
Vote 1		384,242.00	55,457.35	123,736.45	3,100.00	182,293.79	501,948.21	678,001.00	6,241.00
Vote 5		1,275,000.00	-	454,000.00	226,000.00	680,000.00	295,000.00	975,000.00	-
Vote 10		-	-	-	-	-	-	-	-
Total		1,659,242.00	55,457.35	577,736.45	229,100.00	862,293.79	796,948.21	1,653,001.00	6,241.00

Top 5 Project Risks

G

Risk 1 Governance
Risk 2 Engagement
Risk 3 Capacity
Risk 4 Capacity
Risk 5 Procurement

**Heat map identifies risk # of top 5 project risks*

Project Heat Map - Active

Impact	1. Rare	2. Unlikely	3. Moderate	4. Likely	5. Almost Certain
5. Extreme					
4. High		5.	1. 2. 4.		
3. Medium			3.		
2. Low					
1. Negligible					

Likelihood

Top 3 Open Project Issues

Open Date	Issue	Resolution Plan	Due Date	Accountability
###############	Any location-centric activities, including engagement, are on hold awaiting confirmation of location.	Awaiting direction from HQ. Continue recruitment activities and community engagement without specifying a station location.	September 1, 2017	CCG HQ

Deroon, Lisa

From: Thompson, Steve A
Sent: September 13, 2017 4:50 PM
To: Jansen, Aldin
Cc: Leckie, Eva; Garapick, Peter
Subject: RE: FOL blast radius

Hi Aldin,

Thanks for the information. We will advise when any new information is available regarding the project. As of now, there has been no change since we last spoke.

Regards,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Jansen, Aldin
Sent: 12 septembre 2017 15:27
To: Thompson, Steve A
Cc: Leckie, Eva; Garapick, Peter
Subject: FW: FOL blast radius

Hi Steve,

According to correspondence below, a threat-and-risk assessment (TRA) regarding building within 500 m of the Rankin Inlet FOL would take a few months, and require site visits and interviews. I don't think this could be done during our current wait-and-see project phase. Do you have any new information on the direction of the Arctic SAR project?

Aldin
DFO-RPSS, Winnipeg
t: 204.984.8792 / c: 431.998.3392

From: Marchenko, Michelle
Sent: September 12, 2017 14:02
To: Jansen, Aldin
Cc: Ariss, Bill; Timmington, Dawn; Coomber, John EV
Subject: RE: FOL blast radius

A proper TRA generally takes a few months to produce as it requires interviewing the programs, site visits and research by the officer. The information from the TRA would then be used to create a design brief for the project.

From: Jansen, Aldin
Sent: September-12-17 2:00 PM
To: Marchenko, Michelle
Cc: Ariss, Bill; Timmington, Dawn; Coomber, John EV
Subject: RE: FOL blast radius

Hi Michelle,

Thanks for the information. How long would the TRA take once we get approval to proceed?

Aldin
DFO-RPSS, Winnipeg
t: 204.984.8792 / c: 431.998.3392

From: Marchenko, Michelle
Sent: September 11, 2017 14:02
To: Jansen, Aldin
Cc: Ariss, Bill; Timmington, Dawn; Coomber, John EV
Subject: FW: FOL blast radius

Hello Aldin,

I understand you had some questions regarding the blast radius for the proposed Rankin site. I had forwarded some information to Bill previously and John Coomber has done some further research into this question (see attached).

Based on the information we have found, it would likely be a MEDIUM risk to build on the site which falls under acceptable GoC standards. This is based on the information provided and without having a site review conducted. That being said, blast radius is outside of my comfort zone and we recommend a full TRA is done prior to building on the site.

If RP decides to lease this space for building, SSES will be available to complete a TRA for you.

Michelle

From: Marchenko, Michelle
Sent: August-15-17 9:14 AM
To: Ariss, Bill
Cc: Timmington, Dawn (Dawn.Timmington@dfo-mpo.gc.ca)
Subject: FW: FOL blast radius

Bill,

I've checked with our Regional manager and HQ with regards to the blast radius. This is something that would require a full TRA to determine if it is feasible to build the SAR station as is.

HQ suggested that we request the assessment done by DND as it would give us a good base on determining the risk associated with the blast radius.

From: Guay, Sébastien
Sent: August-14-17 2:59 PM
To: Marchenko, Michelle
Cc: Kohli, Daniel; White, Francine
Subject: FW: FOL blast radius

Hi Michelle,

A TRA should be conducted for the proposed facility. I would assume that DND has a TRA for its Forward Operating Location (FOL) with a blast radius of 500m. I suggest you try to obtain a copy. From this you should be able to identify the class under which the threat it falls in your Threat Listing (Appendix C-2) and Threat Assessment Table (Appendix C-4) and the results for the proposed facility would likely be the same. If the TRA is not made available, you will likely have to obtain other data such as occurrence/incident reports, protocols etc. or even interview DND security officials for that site. If nothing is made available it should be identified as a limitation in the Executive Summary of your TRA. I hope this helps. It would be my pleasure to discuss if you wish.

Thank you,

Sébastien Guay
613-991-3996 | mobile 613-978-1466

From: Kohli, Daniel
Sent: August-14-17 11:23 AM
To: White, Francine; Guay, Sébastien
Subject: FW: FOL blast radius

Good morning,

Can either (or both) of you please provide any guidance on the issue below at your earliest convenience?

Thank you,

Daniel Kohli

A/Deputy Director, Security Operations
Fisheries and Oceans Canada / Government of Canada
Tel: 613 990-8273 / fax: 613 998-1493
Cell: 613-404-8549
Daniel.Kohli@dfo-mpo.gc.ca
Security Screening – Instructions and Requirements

Directeur adjoint p.i., Opérations de sécurité
Pêches et Océans Canada / Gouvernement du Canada
Tél. : 613 990-8273 / Télécopieur : 613 998-1493
Cell: 613-404-8549
Daniel.Kohli@dfo-mpo.gc.ca
Filtrage de sécurité – Instructions et exigences

From: Marchenko, Michelle
Sent: August-10-17 3:09 PM
To: Kohli, Daniel
Cc: Timmington, Dawn
Subject: FW: FOL blast radius

Daniel,

I received a question from our real property folks with respect to some land they are looking to use for a SAR station in Rankin Inlet.

The land is airport property and is available for lease, however it is within DND's Forward Operating Location (FOL) blast radius of 500m whereby they do not recommend placement of a facility. With habitable land being scarce in Rankin Inlet, there is limited available property for the SAR station so they have asked if a risk assessment can be done to determine if the build is an option.

Unfortunately, I have zero experience in dealing with blast radius and how to mitigate. I spoke with one of our officers in Burlington who came from DND (with TRA experience) and he provided some insight into DND policy and why there would be concern with the build. His experience indicates that it is a low risk,

Do you (or anyone in HQ) have experience or can provide some guidance on how we can advise Real Property in this situation? It is time sensitive and they are looking to move forward with the project if it is feasible.

Any guidance you can provide is appreciated.

Michelle

s.21(1)(b)

From: Coomber, John EV
Sent: August-08-17 3:30 PM
To: Marchenko, Michelle
Cc: Panchal, Priya; Timmington, Dawn
Subject: RE: FOL blast radius

Michelle,

I am qualified in demolitions so I have some knowledge of explosives.

You could take a similar approach to building beside a gas station as I would think it would be for fuel vs explosives. Most of our weaponry (such as missiles) requires a number of things to occur before they are armed, most of which is the inertia from being shot at high velocity and a certain distance before they will explode. Also, that is a very small blast radius. A single hand grenade has a blast radius of 300 meters. That grenade will kill someone out to 35 meters.... The 300 meters is as far as things could go and cause harm, but death extremely unlikely. If that grenade were a dud and I wanted to blow it up... I would be outside my 500 meters and would have to take it off site, or enclose the explosion.

I would also have the person conducting the TRA to consult the local building code. Vulnerable Building Distance usually follows an Inhabited Building Distance. This is for buildings that occupy people on a more frequent basis. You can also look up the data for DND fires and see what airframes have caught fire. The last year of data I have show's that there was 1 Aircraft fire for all fires within DND.

Threat likelihood= Very low. Threat Gravity=High (At its worst). Residual Risk = Low. Falls within the GoC acceptable level.

John Coomber

Security and Emergency Services Officer
Safety, Security & Emergency Services
Central and Arctic Region
Fisheries and Oceans Canada | Government of Canada
John.Coomber@dfo-mpo.gc.ca Tel : 905-336-4868; BlackBerry: 289-208-7615

Agent des services de sécurité et d'urgence
Sécurité, Santé et Services D'urgence
Région du Centre et de l'Arctique
Pêches et Océans Canada | Gouvernement du Canada
John.Coomber@dfo-mpo.gc.ca Tel : 905-336-4868; BlackBerry: 289-208-7615

From: Marchenko, Michelle
Sent: August-08-17 3:25 PM
To: Coomber, John EV
Cc: Panchal, Priya; Timmington, Dawn
Subject: FW: FOL blast radius

Mr. Coomber,

I am hoping that some of your DND training can help out with this question.

Do you have any experience with respects to blast radius and how that is incorporated into a TRA? It doesn't really fall under the OHS umbrella, however our TRA methodology would likely rate this as a medium/high threat risk, however how would you mitigate?

Before I send this up to HQ, thought we would run this by you to see if you have any suggestions on how it can be handled.

Michelle

From: Marchenko, Michelle
Sent: August 3, 2017 11:49 AM
To: Panchal, Priya; Timmington, Dawn
Subject: FW: FOL blast radius

Ladies,

This question came to me with regards to land lease issues close to a DND base. There is concern with blast radius from DND equipment that could pose a risk to staff at CCG if the building is too close.

They've approached me, however this doesn't really fall under the security blanket from a risk assessment standpoint. Can you provide some guidance on how Aldin can proceed with a risk assessment?

M

From: Jansen, Aldin
Sent: August-03-17 10:35 AM
To: Marchenko, Michelle
Subject: FW: FOL blast radius

Hi Michelle,

DFO and CCG are beginning planning work for a inshore rescue boat (IRB) station in Rankin Inlet Nunavut. CCG has identified property belonging to the airport for which we could obtain a lease, however it is within 500 m of DND's forward operating location (FOL). DND recommends a 500 m radius development exclusion around their FOL, presumably in case of military ordnance explosion or errant missile. Real Estate in Rankin Inlet is difficult to come by

and the location in question appears to be otherwise well-suited to the project. Can you please advise on how we would we proceed with a risk assessment or security evaluation in this case?

Aldin Jansen, PEng (MB/NT/NU)

Project Engineer, Real Property, Safety and Security, Central and Arctic Region.
Fisheries and Oceans Canada | Government of Canada
Pêches et Océans Canada | Gouvernement du Canada
501 University Crescent
Winnipeg, MB R3T 2N6
Aldin.Jansen@dfo-mpo.gc.ca / t: 204.984.8792 / c: 431.998.3392

s.21(1)(b)

From: Alexandre.Hamelin@forces.gc.ca [mailto:Alexandre.Hamelin@forces.gc.ca]
Sent: August 3, 2017 08:53
To: Thompson, Steve A
Cc: Leckie, Eva; Jansen, Aldin; TOMASZ.KALKOWSKI@forces.gc.ca; Francis.Dion1@forces.gc.ca
Subject: RE: FOL blast radius

Good day Steve,

The land between the PAB and the FOL is not DND property but it still fall under the "Vulnerable Building Distance" of the FOL.

Based on the fact that DND do not own the land, it is not DND's responsibility to do the risk assessment as it would be DFO who would take the risk if they decided to build there.

Please keep us in the loop.

MAJ T.N.A. HAMELIN

J3 RP OPS NORTH, CANADIAN FORCES REAL PROPERTY OPERATIONS GROUP
CANADIAN ARMED FORCES
ALEXANDRE.HAMELIN@FORCES.GC.CA/ TEL: 613-995-6680 / BB: NIL / CSN: 995-6680

J3 GROUPE DES OPÉRATIONS IMMOBILIÈRES NORD, GROUPE DES OPÉRATIONS IMMOBILIÈRES DES FORCES CANADIENNES
FORCES ARMÉES CANADIENNES
ALEXANDRE.HAMELIN@FORCES.GC.CA / TEL: 613-995-6680 / BB: NIL / CSN: 995-6680

From: Dion Capt FJR@JTFN HQ Sp@Yellowknife
Sent: July-27-17 3:23 PM
To: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Kalkowski Capt TP@ADM(IE) RP Ops Gp@Yellowknife <TOMASZ.KALKOWSKI@forces.gc.ca>; Hamelin Maj TNA@ADM(IE) RPO(North)@Ottawa-Hull <Alexandre.Hamelin@forces.gc.ca>
Cc: Leckie, Eva <Eva.Leckie@dfo-mpo.gc.ca>; Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: RE: FOL blast radius

Good morning,

I am still working on obtaining a visual of the danger template surrounding the facility. However 500m around the perimeter of the FOL (the one with the hangars) is the area of concern. (This same concerns do not exist around the accommodations building). Maj Hamelin will be able to provide more direction as to who's responsibility a risk assessment would then fall under, however any decisions to go forward within the template would be of interest to both parties.

As to your comments of exclusionary zone Maj Hamelin will be able to provide more details as to the Real Property concerns.

Thank you

Capt F.J.R. Dion
Joint Engineer, Joint Task Force North (JTFN)
Canadian Armed Forces
Francis.Dion1@forces.gc.ca / Tel: 867-873-0700 x6880 / CSN: 766-6880 / Cell: 867-445-4062 / TTY: 867-766-6802

J Génie, Force Opérationnelle Interarmée (Nord)
Forces armées canadiennes
Francis.Dion1@forces.gc.ca / Tél.: 867-873-0700 x6880 / RCCC: 766-6880 / Cell: 867-445-4062 / ATS: 867-766-6802

From: Thompson, Steve A [mailto:Steve.Thompson2@dfo-mpo.gc.ca]
Sent: July-24-17 6:23 PM
To: Dion Capt FJR@JTFN HQ Sp@Yellowknife <Francis.Dion1@forces.gc.ca>; Kalkowski Capt TP@ADM(IE) RP Ops Gp@Yellowknife <TOMASZ.KALKOWSKI@forces.gc.ca>
Cc: Leckie, Eva <Eva.Leckie@dfo-mpo.gc.ca>; Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: RE: FOL blast radius

Good Evening Capts. Dion and Kalkowski,

Following up on Aldin's email from last week and our visit to Rankin a few weeks ago, are either of you able to provide any documentation which provides details on the 500m area of concern? From a CCG perspective, we are concerned whether it is an exclusionary zone, or whether placing a structure within this radius would be based on a risk assessment by either (a) DND and/or (b) CCG/DFO management.

Knowing these details would greatly assist us in our planning process. Any assistance is appreciated.

Kind regards,

PS – We have submitted a proposal for our interim operations to Maj. Hamelin, as discussed – vessel and vehicle storage in hangar coupled with interim (2018 seasonal) operations operating out of the PAB.

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Jansen, Aldin
Sent: 19 juillet 2017 11:04
To: Francis.Dion1@forces.gc.ca

Cc: TOMASZ.KALKOWSKI@forces.gc.ca; Thompson, Steve A; Garapick, Peter; Leckie, Eva
Subject: FOL blast radius

Hi Capt. Dion,

Can you provide any information regarding the 500 m blast radius around the FOL in Rankin Inlet? We understand that there is no map, but is there a policy statement we can forward to our management for consideration regarding our proposed SAR site between the FOL and PAB?

Aldin Jansen, PEng (MB/NT/NU)

Project Engineer, Real Property, Safety and Security, Central and Arctic Region.
Fisheries and Oceans Canada | Government of Canada
Pêches et Océans Canada | Gouvernement du Canada
501 University Crescent
Winnipeg, MB R3T 2N6
Aldin.Jansen@dfo-mpo.gc.ca / t: 204.984.8792 / c: 431.998.3392

Thompson, Steve A

From: Thompson, Steve A
Sent: Tuesday, September 19, 2017 8:27 PM
To: Garapick, Peter; Julien, Stephane-cmdt; Marsaw, Meghan; Smith, Rachelle
Subject: IRB North Assets - Secure in Rankin Inlet FOL

Good evening all,

For your information, all operational assets for the IRB North project have been relocated to the Forward Operating Location in Rankin Inlet, as per the original plan. They are stored inside the F-18 hangar, alongside a DFO vessel and some RCMP equipment that was previously inside.

The truck was delivered by the Taiga Desgagnés and accepted by the RCMP on our behalf on September 14, and the RHIB and associated equipment was delivered today (September 19) by the CCGS Pierre Radisson and CG439. The vessel has been winterized and laid up according to the manufacturer's instructions. All systems onboard the vessel will remain in a dormant state until activation next spring.

(Peter and) I would like to extend a sincere thank you to Cmdt. Julien and his crew onboard the Radisson for an exceptional job today. Their professionalism and teamwork throughout this delivery process did not go unnoticed. The whole crew was involved in some way, shape or form, and I think this was a memorable day for all.

Cmdt. Julien, some of his crew, and I have some pictures from today, and over the coming days/weeks (giving the Radisson crew a chance to get back into connectivity) I will collect them and provide to Communications (Rachelle and Meghan) once we have everything.

Once again, thank you to all involved.

Have a great night!

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
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Agent, Recherche et Sauvetage – Arctique
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portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Deroon, Lisa

From: Thompson, Steve A
Sent: September 27, 2017 4:36 PM
To: Clarke, Yasmine; Bertorelli, John
Cc: Courchaine, Holly; Garapick, Peter
Subject: RE: P6 PPR Review IRB North

Hi Yasmine,

In response to this, was there ever a decision made on what the status of our project should be, or if any adjustments were made to the PPR?

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Clarke, Yasmine
Sent: 19 septembre 2017 09:33
To: Garapick, Peter; Thompson, Steve A
Cc: Bertorelli, John; Courchaine, Holly
Subject: RE: P6 PPR Review IRB North

Thank you Peter. John is following up for you and we will let you know. Based on what info he can get, we will look at modifying your PPR to reflect your situation clearly.

From: Garapick, Peter
Sent: September-19-17 9:10 AM
To: Clarke, Yasmine; Thompson, Steve A
Cc: Bertorelli, John; Courchaine, Holly
Subject: RE: P6 PPR Review IRB North

Yasmine (et al),

I know that Mario provided input last month but the tactic this month was to truly drive the issue that the project is indeed at risk of not meeting a June 2018 operation target if the location is not accepted formally – in the coming weeks.
That decision is truly at a high level - we need intervention.

If the target for operations is moved to June 2019, then there is no risk, no pressures and no need for intervention. However, we cannot make the progress required now on construction decisions (site location, ground core samples, etc) before the cold moves-in as well as on successful HR recruitment if a location is not promotable.

Lastly, an overall housing shortage in the Arctic means that our unique solution to interim housing in Rankin (a result of a tough negotiation with RCAF with their FOL (Forward Operating Location)) is not easily replicated in other communities, especially at this late hour.

So, we need this to be recognised as high as possible, that the solution is up high and that a June 2018 SAR operation in Rankin will not be met if a decision on location Is not made in the coming weeks.

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Clarke, Yasmine
Sent: September-19-17 08:49
To: Thompson, Steve A; Garapick, Peter
Cc: Bertorelli, John; Courchaine, Holly
Subject: P6 PPR Review IRB North

Hi Peter,

I see that Steve is away. John and I reviewed the P6 PPR and are okay with the content. The only thing, in light of Mario's e-mail last month, we will identify the project health as green instead of attention required. The schedule will remain yellow.

Please let us know if you have any concerns with this update.

Thanks,

Yasmine Clarke
Senior Analyst, OPP Project Management Office |Analyste principale, Bureau de gestion des projets, PPO.
Change Leadership and Implementation Management | Leadership et gestion du changement
Canadian Coast Guard |Garde côtière canadienne
200 rue Kent Street, Ottawa, K1A 0E6
5S034
Tel: 613-990-3123
Cell: (613) 851-8275

Deroon, Lisa

From: Thompson, Steve A
Sent: September 28, 2017 1:55 PM
To: 'Raymond, Desmond'
Subject: RE: Invitation: Canadian Coast Guard - Inshore Rescue Boat North: Consultation Sessions

Thanks for the info, Des.

We've already spoken with NTI (Udlu Hanson), NIRB (Ryan Barry, who said he would take it to NMC) back in early June about the project, and they were interested in helping us out within their respective mandates. No one from IRC has been notified, yet. You may have a stronger connection there than we do...

The invite went to most of the SAOs in Nunavut and NWT, and a couple of select people in Nunavik, contacts that Peter had from the Arctic SAR Expansion Project. It also went to contacts at the Nunavut Arctic College campuses (in Cam. Bay, Rankin and Iqaluit), and one at the Aurora College campus. We are leveraging many of the Emergency Management contacts we have in the regions (GN, GNT, KRG) to spread the word on this. They have been very good at connecting us to the 'person' in each community (the one who knows everything, sees everything, and has all of the connections). All of these people were contacted. This has led us to where you see today.

We had originally discussed, and requested, the community engagement funds for this, but that process seems to be taking longer than what's feasible to be used for these meetings.

And the tight timeline is well noted. With the project really not getting off the ground until June, it's been moving very, very quickly in order to have things in place for operations next season.

We appreciate the assistance on this, and whatever other info you need, I can provide it for you.

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent, Recherche et Sauvetage – Arctique Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

-----Original Message-----
From: Raymond, Desmond [mailto:Desmond.Raymond@tc.gc.ca]
Sent: 28 septembre 2017 13:35
To: Thompson, Steve A
Subject: Fwd: Invitation: Canadian Coast Guard - Inshore Rescue Boat North: Consultation Sessions

Steve

Just saw your note. No worries [redacted]

Here is what I sent Julie - looping you in.

Who from up North have you worked with on organizing?

Let me know

s.19(1)

Where help out where we can

Regards

[redacted]

Begin forwarded message:

From: "Raymond, Desmond" <Desmond.Raymond@tc.gc.ca<mailto:Desmond.Raymond@tc.gc.ca>>
Date: September 28, 2017 at 12:04:45 PM CDT
To: "Julie.Gascon@dfo-mpo.gc.ca<mailto:Julie.Gascon@dfo-mpo.gc.ca>" <Julie.Gascon@dfo-mpo.gc.ca<mailto:Julie.Gascon@dfo-mpo.gc.ca>>
Cc: "Corbin, Claude" <claude.corbin@tc.gc.ca<mailto:claude.corbin@tc.gc.ca>>, "Miles, Phoebe" <Phoebe.Miles@tc.gc.ca<mailto:Phoebe.Miles@tc.gc.ca>>
Subject: FW: Invitation: Canadian Coast Guard - Inshore Rescue Boat North: Consultation Sessions

Julie

Notice on this is pretty tight.

Some things we should discuss/consider on it:

- linking into the OPP Arctic Hub strategy we discussed last week and will be implementing

- has CCG looked at utilizing NTI, NMC and the IRC to help generate awareness and community participation? If not we can assist with this via the Arctic Hub partnership scan and coordination.

- we can also look at taking advantage of/using funds set aside via community participation funding to help increase community participation.

We will be looking to pull the Steering Committee together next week to get things underway. I am looking to meet with Michele Wheately as co-lead early next week to discuss TOR, schedule and key first deliverables of existing forum/partner opportunities scan, coordination of calendar schedule/tracking and then reaching out to the individual initiatives to begin the strategic coordination and engagement as we have put forward in our strategy.

Has this gone out to community members already? If not something we can work into the Arctic hub strategy.

And if it has no worries - we will just need to incorporate into the Hub strategy as we have laid out.

Let Steve know he can contact me directly to discuss or assist.

Let me know

Thanks and regards

-----Original Message-----
From: Thompson, Steve A [mailto:Steve.Thompson2@dfo-mpo.gc.ca]
Sent: Thursday, September 28, 2017 11:02 AM
To: Raymond, Desmond <Desmond.Raymond@tc.gc.ca<mailto:Desmond.Raymond@tc.gc.ca>>
Subject: Invitation: Canadian Coast Guard - Inshore Rescue Boat North: Consultation Sessions

Good morning,

I am writing to inform you about the Canadian Coast Guard's Inshore Rescue Boat North initiative and ask for your assistance in recruiting candidates for this exciting job opportunity. As you may know, the Coast Guard is establishing an Inshore Rescue Boat (IRB) in the Arctic, starting next summer, which will provide as many as 8 seasonal maritime search and rescue jobs for northern people who are currently enrolled in ongoing educational programs.

The IRB Program has been in existence for over 40 years in locations across the country (including the Atlantic Ocean, St. Lawrence River, Great Lakes and Pacific Ocean) and has seen young students save many lives operating a Fast Rescue Craft (FRC) in areas with active boating and fishing communities. While we have effective promotional programs for making candidates aware of the existing job opportunities and hiring processes, we want to learn what will work to ensure people who are interested in working at the first IRB in the Arctic are made aware of the opportunity, and that it is easy to apply. More information on the IRB program can be found here: http://www.ccg-gcc.gc.ca/SAR/IRB-Background#Background

In order to succeed in these areas, the Coast Guard is holding in-person consultation sessions in five communities next month (see the attached invitation for details) and wish to hear opinions on this topic from a wide array of people. We would like your assistance in identifying any of your contacts who should be made aware of this opportunity and invited. We would also appreciate your assistance in making sure people in the community are aware of the focus groups so that more input can be received. We have posters made up in English, French and Inuktitut, and these will be sent to you shortly.

Our target for participants include youth, educators, government agencies, Search and Rescue (SAR) partners, elders and community leaders. Ultimately, we want to learn how we should best "advertise" the job opportunity and how to make it immediately attractive to a potential candidate - is it through seeing a poster in a college, university or school, or receiving a tweet, a posting on Facebook or seeing an ad in newspapers or online? We will also describe the job and ask participants for ideas about our recruitment strategy and proposed operational approach.

The attached invitation provides more information on the job opportunity, and the dates and locations for our consultation sessions. For those in your community unable to attend these sessions, I invite them to submit their comments to me (steve.thompson2@dfo-mpo.gc.ca<mailto:steve.thompson2@dfo-mpo.gc.ca> or 438-993-4622). I have also set-up a teleconference on October 25 for anyone who is unable to make the in-person sessions. The access information is on the attached invitation and on the forthcoming promotional posters.

If you have any questions on this project, or the consultation sessions, I would be happy to provide you with additional information.

Yours sincerely,

Steve Thompson
Officer, Search and Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca<mailto:steve.thompson2@dfo-mpo.gc.ca>

Agent, Recherche et Sauvetage - Arctique Garde c?ti?re Canadienne | R?gion du Centre et de l'Arctique

portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca<mailto:steve.thompson2@dfo-mpo.gc.ca>

Solski, Lauren

From:	Thompson, Steve A
Sent:	Thursday, September 28, 2017 2:35 PM
To:	Foerter, Holly; Smith, Rachelle
Cc:	Garapick, Peter; Marsaw, Meghan; Solski, Lauren
Subject:	RE: IRB North - Focus Groups -- On again :)

FYI – The "where is the job" questions have started. I will hold off on responding until we have something that's been seen and approved by all.

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Foerter, Holly
Sent: 28 septembre 2017 14:15
To: Smith, Rachelle; Thompson, Steve A
Cc: Garapick, Peter; Marsaw, Meghan; Solski, Lauren
Subject: RE: IRB North - Focus Groups -- On again :)

Yes, the "where is the job" angle will be important. And given we are very proactively promoting the consultations and opportunities, I think we need to be ready for media questions too. I can't recall if we have something already approved that still serves?

From: Smith, Rachelle
Sent: September-28-17 2:13 PM
To: Thompson, Steve A
Cc: Garapick, Peter; Foerter, Holly; Marsaw, Meghan; Solski, Lauren
Subject: RE: IRB North - Focus Groups -- On again :)
Importance: High

OK...will be up to the spokes to answer with a "location yet to be confirm pending final assessments?"

This will be an important issue as potential candidates will want to know how close or far this may be from their home community? Will have an impact on recruitment if we can't say where they might work other than "various locations possible". Even saying NWT or NU would make a difference.

From: Thompson, Steve A
Sent: September-28-17 1:09 PM
To: Smith, Rachelle

Cc: Garapick, Peter; Foerter, Holly; Marsaw, Meghan; Solski, Lauren
Subject: RE: IRB North - Focus Groups -- On again :)

You Comms people do think alike – Lauren just asked the same thing 30 seconds ago...

We are still evaluating the location for the station, so at this point there is no further update from our conversations in early September. And Sr. Management, the OPP HQ team, and many others are aware of this, and the possible impacts associated with it.

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

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portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

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From: Smith, Rachelle
Sent: 28 septembre 2017 14:06
To: Thompson, Steve A
Cc: Garapick, Peter; Foerter, Holly; Marsaw, Meghan; Solski, Lauren
Subject: RE: IRB North - Focus Groups -- On again :)
Importance: High

Just following up on an important point: are we ready to answer the question where this IRB station will be?

From: Thompson, Steve A
Sent: September-28-17 12:29 PM
To: Smith, Rachelle
Cc: Garapick, Peter; Foerter, Holly
Subject: RE: IRB North - Focus Groups -- On again :)

Hi Rachelle,

Financial coding info for Peter is at the bottom of the attached email.

Thanks,

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Foerter, Holly
Sent: 28 septembre 2017 13:02
To: Smith, Rachelle; Thompson, Steve A
Cc: Garapick, Peter
Subject: RE: IRB North - Focus Groups -- On again :)

I'm glad this is going to work out!

From: Smith, Rachelle
Sent: September-28-17 12:38 PM
To: Thompson, Steve A
Cc: Garapick, Peter; Foerter, Holly
Subject: RE: IRB North - Focus Groups -- On again :)
Importance: High

Well, as they say – the only sure thing in life is change!

All my previous commitments to be elsewhere during your focus groups changed suddenly as of late yesterday. When I advised Holly, she asked me to check in with you to see if you still required the support from Communications for the Western Arctic Focus group sessions as well as the Rankin one. Holly had given Peter a heads up that this might be the case...and per our discussion just now, you have confirmed that yes, Communications presence is requested if we can make it work.

I can make those two tours work and will proceed to try and make the necessary travel arrangements, hoping that there are no more unexpected events ☺

Do you have the coding so that I can charge the airfare to Peter's budget when I do the HRG stuff for airfare. I understand we will cover hotels and other expenses from our Comms budget.

Merci...

Rachelle

From: Smith, Rachelle
Sent: September-22-17 2:27 PM
To: Thompson, Steve A
Cc: Garapick, Peter (Peter.Garapick@dfo-mpo.gc.ca); Foerter, Holly (Holly.Foerter@dfo-mpo.gc.ca)
Subject: RE: IRB North - Focus Groups

Hi Steve, as per our discussion earlier today, I am unfortunately not able to travel for IRB at that time as I am required to be in the Arctic with media aboard an icebreaker.

In trying to ensure that communications support is available for IRB N as required, Holly and I discussed some options but confirmations were not possible at this time.

Based on the discussion we had, it sounds like you have many options available to you to ensure that you have the right fit and right numbers of persons to travel to these focus groups, and that while Comms presence is always welcome and appreciated by your team, in this instance it is not critical.

So with that being said, I regrettably and respectfully decline the invite, so you can approach other interested individuals that may be willing/able to compliment the focus group teams for the October 2017 community visits.

All the best,

Rachelle

From: Thompson, Steve A
Sent: September-22-17 9:10 AM
To: Smith, Rachelle
Subject: Re: IRB North - Focus Groups

Hi Rachelle,

Just following up on your approval status of this. Are you able to attend any of the sessions? Specifically either (or both) of the Cam Bay/Inuvik, Rankin ones. [redacted]

Thanks,

s.19(1)

Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel: steve.thompson2@dfo-mpo.gc.ca

From: Smith, Rachelle
Sent: Thursday, September 14, 2017 11:48 AM
To: Garapick, Peter; Thompson, Steve A; Marsaw, Meghan; Briscoe, Jayson
Subject: RE: IRB North - Focus Groups

Thanks...discussing with my RD and hope to have a firm answer re: availability by Monday, if that is ok.

Split of costs of air vs. accommodations/meals sounds reasonable.

Rachelle

From: Garapick, Peter
Sent: September-14-17 10:31 AM
To: Thompson, Steve A; Marsaw, Meghan; Smith, Rachelle; Briscoe, Jayson
Subject: RE: IRB North - Focus Groups

Steve, we might have Jesse Liu involved as well; maybe the Kuuj/Iqlauit?
Not sure if the Rankin trip is best for Jason to get a taste of the "north".
I recognise the concern of having too many of "us" in the room.

Let's first hear from Meghan, Rachelle and Jason confirming their availability and associated costs and then consider Jesse's involvement (and potentially others who may be "suggested" to us).

Peter G
Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: September-14-17 11:18
To: Marsaw, Meghan; Smith, Rachelle; Briscoe, Jayson
Cc: Garapick, Peter
Subject: RE: IRB North - Focus Groups

Hi Meghan, Rachelle and Jayson

With respect to the focus groups we have discussed, Peter and I have looked at the project budget and recommend that the IRB North project cover the cost of your flights only for your attendance at these focus groups. This would leave your home organization responsible for the costs of accommodations, meals & incidentals. The flights represent the sizable majority of the expenses, with hotels running approx. $200/night and meals ranging from $100-$164/day. As there is more to be gained from this experience than solely supporting the IRB North project (we are also hoping to have representatives from other projects in attendance), we think this is a fair arrangement.

Please let us know if this works for you, and we are happy to discuss further, if needed.

For info: here is where we are at so far – I'm still working on the details of some of the focus groups, but hope not to stray too far from below

	Morning	Afternoon	Travel	Notes
Monday, October 9 **Steve and Rachelle**		Travel London to Edmonton	**7:05 PM – 7:47 PM** London, Ontario (YXU) – Toronto (YYZ) Air Canada 8654 · **9:00 PM – 11:09 PM** Toronto (YYZ) – Edmonton (YEG) Air Canada 175 ·	Renaissance Edmonton Airport

Tuesday, October 10 **Steve and Rachelle**	Travel from Edmonton to Cambridge Bay	Meetings in Cambridge Bay	**7:15 AM – 9:40 AM** Edmonton (YEG) – Yellowknife (YZF) First Air 891 · **10:45 AM – 12:16 PM** Yellowknife (YZF) – Kugluktuk (YCO) First Air 844 · **12:45 PM – 1:52 PM** Kugluktuk (YCO) – Cambridge Bay (YCB) First Air 844 ·	**CAMBRIDGE BAY INFO SESSION (PM)** Arctic Islands Lodge
Wednesday, October 11 **Steve and Rachelle**	Meetings in Cambridge Bay	Travel from Cambridge Bay to Yellowknife	**1:15 PM – 2:24 PM** Cambridge Bay (YCB) – Kugluktuk (YCO) First Air 842 · **2:50 PM – 4:17 PM** Kugluktuk (YCO) – Yellowknife (YZF) First Air 842 ·	**CAMBRIDGE BAY SCHOOL INFO SESSION (AM)** Explorer Hotel, Yellowknife
Thursday, October 12 **Steve and Rachelle**	Travel Yellowknife to Inuvik	Meetings in Inuvik	**10:10 AM – 12:40 PM** Yellowknife (YZF) – Inuvik (YEV) First Air 891	**INUVIK INFO SESSION (PM)** Capital Suites, Inuvik
Friday, October 13 **Steve and Rachelle**	Meetings in Inuvik	Travel Inuvik to Edmonton	**1:30 PM – 4:00 PM** Inuvik (YEV) – Yellowknife (YZF) First Air 892 · **5:00 PM – 7:25 PM** Yellowknife (YZF) – Edmonton (YEG) First Air 892 ·	**INUVIK SCHOOL INFO SESSION (AM)** Renaissance Edmonton Airport
Tuesday, October 17 **Steve, Peter, and Meghan**	Travel Montreal to Kuujjuaq		**10:00 AM – 12:20 PM** Montreal (YUL) – Kuujjuaq (YVP) First Air 864	**KUUJJUAQ INFO SESSION (PM)** Auberge Kuujjuaq Inn
Wednesday October 18 **Steve, Peter, and Meghan**	Meetings in Kuujjuaq	Travel Kuujjuaq to Iqaluit	**1:20 PM – 2:31 PM** Kuujjuaq (YVP) – Iqaluit (YFB) First Air 866 · Economy Class · Boeing 737	**IQALUIT INFO SESSION (PM)** Frobisher Inn, Iqaluit

Thursday October 19 **Steve, Peter and Meghan**	Meetings in Iqaluit	Travel Iqaluit to Home	**ALL:** **1:45 PM – 4:50 PM** Iqaluit (YFB) – Ottawa (YOW) First Air 861 **PETER:** **8:50 PM – 9:54 PM** Ottawa (YOW) – Toronto (YYZ) Air Canada 467 **11:30 PM – 12:11 AM+1** Toronto (YYZ) – London, Ontario (YXU) Air Canada 8657 **STEVE:** **7:00 PM – 8:04 PM** Ottawa (YOW) – Toronto (YYZ) Air Canada 465	**IQALUIT SCHOOL INFO SESSION (AM)**
Sunday, October 22 **Steve, Peter, Jason**	Travel London to Winnipeg	Travel London to Winnipeg		Courtyard Winnipeg Airport
Monday, October 23 **Steve, Peter, Rachelle, Jason**	Travel Winnipeg to Rankin Inlet	Focus Group in Rankin	**7:30 AM – 11:10 AM** Winnipeg (YWG) – Rankin Inlet (YRT) First Air 700	**RANKIN INLET INFO SESSION (PM)** The Siniktarvik Hotel and Conference Centre
Tuesday, October 24 **Steve, Peter, Rachelle, Jason**	Focus Group in Rankin	Travel Rankin Inlet to Toronto	**12:30 PM – 2:50 PM** Rankin Inlet (YRT) – Winnipeg (YWG) First Air 701 **4:45 PM – 8:04 PM** Winnipeg (YWG) – Toronto (YYZ) Air Canada 270	**RANKIN INLET SCHOOL INFO SESSION (AM)**

Thanks again for all of your help!

Regards,

Steve Thompson
Officer, Search and Rescue – Arctic | Agent, Recherche et Sauvetage – Arctique
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Marsaw, Meghan
Sent: 12 septembre 2017 14:20
To: Thompson, Steve A
Subject: RE: IRB North - Focus Groups

Steve,

I am interested in supporting this activity however, before I seek approval could you let me know where the funding for my participation would come from? Would this be covered under program costs? In addition to supporting your initiative, I also see this as a learning opportunity for me to gain a greater understanding of CCG initiatives in the Arctic.

Meghan

From: Thompson, Steve A
Sent: September-07-17 3:07 PM
To: Marsaw, Meghan; Smith, Rachelle
Subject: IRB North - Focus Groups

Good afternoon Meghan and Rachelle,

Following up on our conversation this morning, please find attached the most up-to-date schedule for the focus groups. While not all details are confirmed at this point, including the delegation, this will give you an idea of what's planned. I imagine other programs will want to be involved, but the details of which have not been communicated to me yet.

I will be focussed on this over the next few days and hope to have all the details shortly.

Notice the only change from what you saw earlier is that we are proposing a to have two focus groups in each location, except Kuujjuaq, one at the community level and a second the following morning at a local college. Again, the goal of these groups is to provide known highlights of the IRB North program to attendees while also gaining feedback on the proposed selection approach and materials. Both types of sessions will also focus on promoting the employment opportunity.

If you have any questions, please let me know.

I'll forward you a final copy of this once all the details are confirmed.

Thanks ☺

Steve Thompson
A/Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage – Arctique p.i.
Canadian Coast Guard | Garde côtière Canadienne
Central and Arctic Region | Région du Centre et de l'Arctique
Cell | portable: 438-993-4622
Email | courriel : steve.thompson2@dfo-mpo.gc.ca

Deroon, Lisa

From: Thompson, Steve A
Sent: October 31, 2017 11:26 AM
To: Gascon, Julie
Subject: RE: IRB-North - Stakehoolder Contact Info and Recommendation

Julie,

Please find below (and attached) a structured list of critical implications of not having a location presented on the Job Poster that planned to go out of DFO the week of November 6th, and hopefully posted live on November 13th.

This Critical Implication list assumes that a poster will go up on Nov 6th and may or may not have the location presented. It also assumes that the location will not change from Rankin as an actual change in location would result in no IRB-North operation in 2018.
This is consistent with the November 1 date that has been established since late August 2017.

<u>Critical Implications of not having IRB-North Station Location on Nov 7, 2017 Job Poster</u>

<u>HR Process Issues - Job Poster Area of Selection</u>

- Without a location on the job poster, the appropriate preference cannot be given to the relevant land claims beneficiaries. If a location is confirmed after the job poster is distributed, then it will have to be cancelled and re-issued with the actual location and relevant land claims beneficiary's priorities. Time required to successfully attract, screen, carry-out medical and security checks and hire candidates will not be available to meet the May 2018 Training schedule, thus no IRB-North operation.

<u>HR Process Issues – External Agency Involvement</u>

- <u>Without a location</u> determined for the job poster, the relevant land claims employment agency (i.e. Pilimmaksaivik for Nunavut, others for Inuvialuit, Nunavik and Nunatsiavut) cannot be consulted prior to posting due to time constraints. Current poster version is tailored to a Nunavut (Pilimmaksaivik) location. If the location changes, the selection process implications with the relevant land claim agency are complex and could scuttle the entire selection process.

<u>Candidate Interest</u>

- <u>Without a location</u> on poster, many candidates will not apply as they cannot plan their summer or understand the travel implications. There will be other candidates who apply who will then not want to work in Rankin and there will be candidates who did not apply, who would have worked in Rankin. Results, we will have wasted time on candidates not interested in Rankin and lost opportunities for potentially good candidates who did not apply.

<u>Organizational Reputation</u>

- <u>Without a location</u>, a candidate reading the poster for a job that stars in 6 months will perceive the Canadian Coast Guard as a unprofessional and disorganised agency and ignorant of a candidates' concerns. This is a highly risky approach for an organisation taking a new role in the Arctic and intending to build an open and honest relationship with Inuit and Inuvialuit.

<u>Intense SAR Work Schedule – Travel on Personal Time</u>

- The effective SAR operation schedule is 2 weeks on / 2 weeks off. The IRB-North Station will see employees coming from potentially 6 different communities across the Arctic, potentially 2000 km away. This travel time

that will involve at least a few flights is done on personal time (as in the south). Without a location on the job poster, candidates who are unaware of the travel implication may decide not to accept an offer of employee after a lengthy selection process.

Operational Considerations – Language Dialects

- The Arctic has several dialects of Inuktitut. Without a location on the job poster, some candidates may apply whose Inuktitut will not be well suited for the location while other will not apply who have the appropriate language skills. A hiring goal is to ensure the language skills of the candidates match the location (i.e. English in BC, French in Quebec).

Operational Considerations – Local Knowledge

- Some candidates will be attracted to a stated station location due to their comfort with the community and its waters; others will be deterred based on the community. Without a location candidates cannot make a critical decision as to the appropriateness of the job for them.

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

Deroon, Lisa

From:	Thompson, Steve A
Sent:	November 6, 2017 11:33 AM
To:	Sands, Eric
Cc:	Forsythe, James; White, Kathleen; Davids, Michael; Young, Carol; Di Patria, Lorie-Ann; Garapick, Peter
Subject:	RE: Follow Up: IRB North - Project Charter with DFO
Attachments:	IRBA Project Charter - Peter Comments Sept 25_ST Comments.doc

Good morning Eric,

I'm just following up on the status of this Project Charter. I've finally had a chance to make a few more edits via Track Changes, based on the information we currently have available. This includes the incremental nature of payment transfers from CCG to DFO based on the SSA with PSPC, as was originally discussed some months ago.

I have also adjusted the timelines contained within the document to accurately represent if a location were (hypothetically) announced today – essentially shifting everything back two months and adjusting the final occupancy date for 2020 based on the sealift and construction schedule.

As we are still awaiting direction from CCG senior management in order to proceed with a confirmed location, any real progress on this project will still have to wait. But Peter and I would like to get things formalized, including this charter, as best as possible so that we can proceed when the approvals are garnered.

If you have any questions, please let me know.

Thanks,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Sands, Eric
Sent: 25 septembre 2017 07:20
To: Davids, Michael; Thompson, Steve A; Garapick, Peter; Di Patria, Lorie-Ann; Young, Carol
Cc: Forsythe, James; White, Kathleen
Subject: RE: Follow Up: IRB North - Major Capital Funding

Attached is a draft of a project charter to put some clarity around who does what. This draft is based on the premise that the project would fall within the realm of Real Property facility related project. The status of level of project approval remains a bit unclear and will need to be verified.

For review and discussion.
Thanks
Eric

From: Davids, Michael
Sent: 2017–September-22 9:34 AM
To: Thompson, Steve A; Sands, Eric; Garapick, Peter; Di Patria, Lorie-Ann; Young, Carol
Cc: Forsythe, James
Subject: RE: Follow Up: IRB North - Major Capital Funding

Hello All,

Adding Lorie-Ann to the distribution as our Analyst, Business & Resource Management, OPP C&A Implementation Team. Please keep Lorie-Ann in the communication loop for all information related to OPP finance on the project.

Cheers,

Michael

Michael Davids

Équipe de la mise en œuvre du PPO C&A
Garde côtière canadienne – Région du Centre et de l'Arctique
105, rue McGill, 5e étage, Montréal (QC) H2Y 2E7
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Blackberry/Bureau/Office: 514-243-9825
Mobile: 514-214-6453

C&A OPP Implementation Team
Canadian Coast Guard – Central and Arctic Region
105 McGill Street, 5th Floor, Montreal, QC H2Y 2E7
michael.davids@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: September-21-17 7:54 PM
To: Sands, Eric; Forsythe, James; Garapick, Peter
Cc: Davids, Michael; Young, Carol
Subject: Follow Up: IRB North - Major Capital Funding

Good day all,

Following up on the teleconference we had last week, have we been able to confirm either of the following:

1. That Kathleen White is available to assist with the project charter development between CCG and DFO-RP.
   - If so, is there a completion timeline estimate available?
2. Any confirmation, or ideas on, how the funding will be allocated in this project.

For #2, I know we had discussed seeing this identified in the project charter, but to my understanding we never came to a decision on whether the funds will:

A. Remain in the custody of RC C9A47 (Arctic SAR)
B. Be transferred to DFO-RP for the management of the major capital aspects of this project

The reason I am following up is that PSPC is seeking clarification on these issues, and how funding happen moving forward, and I don't think we have an answer at the moment. I am curious to know what was found when discussing this with other colleagues.

Any insight into this would be greatly appreciated.

Thanks,

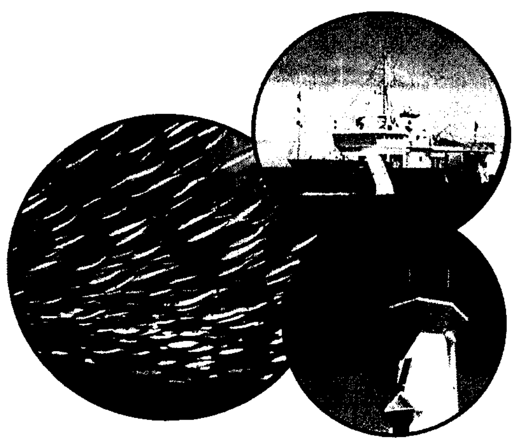
Steve Thompson
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Fisheries and Oceans Canada / Pêches et Océans Canada

New In-Shore Rescue Boat Station, Arctic Location TBD

PROJECT CHARTER



Canada

Table of Contents

Section 1. Charter Introduction

1.1 Document change control

This section serves to control the development and distribution of revisions to the project charter.

Revision Number	Date of Issue	Author(s)	Brief Description of Change
V1	2017-09	Kathleen White	Creation of the document.

1.2 Authorization

This project charter formally authorizes the existence and parameters of the project, New In-sShore Rescue Boat Station Arctic North (IRBNA), and provides the Real Property Project Leader and Project Manager with the authority to apply organizational resources to the project activities described herein. If there is a change in the project scope, the charter will be updated and submitted for re-approval.

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Regional Director General (DFO) Date
Central and Arctic Region Date
Project Sponsor, Custodian

Mme. Julie Gascon Date
-Assistant Commissioner (CCG)
– Canadian Coast Guard (CCG). Central & Arctic Region (C&A)
Date
Project Sponsor, Program

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JMarc-André Meunierames Forsythe ,
Date
C&A OPP Implementation team lead CCG C&A
Regional Director, Incident Management (CCG) Date
Central & Arctic Region
Project LeaderDirector, Program

James Forsythe Date
OPP Implementation Team Lead (CCG)
Central & Arctic Region
Project Leader, Program

Eric Sands Date
,Regional Director, Real Property and Environmental Management

-Central & Arctic Region ~~Date~~
Project Leader, Custodian

Section 2. Project Overview

2.1Background

On November 7, 2016, Prime Minister Trudeau announced Canada's Oceans Protection Plan (OPP), which is an ambitious whole-of-government approach that involves working with the provinces and territories, Indigenous communities, industry, environmental organizations, coastal communities and a host of other partners to further protect our coasts and waterways.

The CCG will contribute to the four main priority areas of the Oceans Protection Plan, which include:

I. Creating a world-leading marine safety system that strengthens responsible shipping and protects Canadian waters through new preventive and responsive measures, such as improved navigational charts developed by the Canadian Hydrographic Service.

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II. Preserving and restoring marine ecosystems using new tools and research, while taking key measures to deal with abandoned boats and wrecks.

III. Strengthening partnerships with Indigenous communities, including new information-sharing systems and improved local emergency response capacity.

IV. Investing in oil spill response methods to ensure that evidence-based decisions are taken in environmental emergencies.

The In-shore Recue Boat North (IRBN) project will complement the SAR Lifeboats project as well as the creation of the Arctic Coast Guard Auxiliary Region project and will contribute to pillar I and will consist of the following:

The Coast Guard has primary responsibility for the provision of the maritime component of the federal search and rescue system. While Canada enjoys a strong safety record on its waters, incidents do occur and effective search and rescue missions must take place to minimize lives at risk.

Currently, the Arctic is the only one of Canada's three coasts that doesn't have dedicated federal search and rescue resources, outside of the federally funded volunteer units of the Coast Guard Auxiliary. The location of this seasonal station will be determined through site visits and data analysis during the 2017 navigation season, which will also take into account the most appropriate location and crewing model to maximize Indigenous participation. This initiative will complement the creation of the Arctic Canadian Coast Guard Auxiliary branch.

The Inshore Rescue Boat North station will also:

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• Augment the search and rescue capacity of the Canadian Coast Guard in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified.

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• Ensure that the Coast Guard is equipped to continue to successfully deliver the maritime component of the federal search and rescue system.

2.2 Project objective and goals

The objective of the project is to provide a new Canadian Coast Guard (CCG) Inshore Rescue Boat station in the Central & Arctic Region.

The new station will provide accommodation, office and garage/workshop space to accommodate the staff and a rescue boat, with a secure compound for parking and storage. The scope of work may also include wharf/docking facilities, if required.

2.3 Project scope

2.3.1 Scope definition

This project will deliver the following scope:

1. Acquisition of property for the IRB facilities.
2. Construction of new building and supporting facilities including docking, parking, and exterior storage per CCG requirements based on CCG Small Vessel Station Standard 6042-2016.

2.3.2 Boundaries

Activities in Scope	Activities out of Scope
1. Project Management 1.1. Schedule, cost, risk and scope control 1.2. SSA with PSPC for Real Property services 1.3. departmental briefings and communications	Departmental briefings and communications on CCG responsibilities

Activities in Scope	Activities out of Scope
2. Acquisition of property 2.1. Participation in location option development and analysis to ensure requirements are incorporated 2.1.2.2. Performance of a Threat and Risk assessment for the recommended location, if required 2.2.2.3. Negotiation of lease(s) for Permanent station	Interim station - CCG Provision of vessels, vehicles and equipment - CCG
3. Confirm CCG requirements	CCG internal communications and approvals
4. Engage PSPC to procure design Consultant and manage project	
5. Conceptual design and Indicative Estimate	Procurement and management of Consultant - PSPC
6. Development of PAD and Preliminary Project approval	
7. Design Development and Substantive Estimate	Procurement and management of survey, geotechnical etc. contracts - PSPC
8. Development and approval of EPAD	
9. Final Design and construction documents	
10. Construction and commissioning of new station	Procurement and management of Construction contractors – PSPC. Supply and installation of furnishings and equipment - CCG

Commented [S. Thom1]: Based on my conversation with Aldin, he suggested that DFO will be managing geotechnical and survey contracts.

This is what was written in the answers provided to PSPC via email on October 24, 2017:

11. 1.8.1 Verify which documents will be available for the consultant >> environmental site assessment, site survey, geotech report, functional program- Environmental site assessment , site survey and geotechnical report will be provided by the DFO.

2.4 Milestones

Project Milestone	Description	Expected Date
1. Project Charter Approved	Confirmation of requirements, funding, roles and responsibilities	Sept 2017
2. Site Selection		TBD (Fall Winter 2017)
3. CCG Functional requirements	Definition of requirements	Fall Winter 2017

Project Milestone	Description	Expected Date
4. Design Consultant Engaged	Consultant to produce designs and estimates to confirmed requirements and location, prepare all contract documents and inspect construction	~~Fall~~ Winter 2017
5. Conceptual design and Indicative Estimate(s)	Consultant to produce concept meeting requirements with enough detail for Indicative Estimate for Preliminary Project Approval, including implementation options (stick build, modular, pre-fabricated) for building.	~~Feb~~ April 2018
6. PPAD Approved		~~March~~ May 2018
7. Preliminary Design and Class B estimate	Consultant to develop design meeting requirements with enough detail for Substantive Estimate for Effective Project Approval	~~April~~ June 2018
8. EPAD Approved		~~June~~ August 2018
9. Design Completed	Plans and specifications for tendering	July 2018
10. Construction Contract(s) Awarded	Contract(s) for site preparation and building (depending on preferred implementation option)	Aug 2018
11. New Facility Commissioned		Fall ~~2019~~2020
12. Project Closure	All Work complete	Spring 2021~~0~~

2.5 Deliverables

Deliverable	Description	OPI	Expected Date
1. Project Charter	Confirmation of requirements, funding, roles and responsibilities	PM	~~Sept~~ Nov 2017
2. SSA with PSPC	Agreement with PSPC for procurement and management of design consultant and contractor(s)	PM	Oct 2017
3. Location	Site location confirmation	PL	~~Oct~~ Nov 2017
4. Conceptual Design documents	Conceptual design(s) including implementation options, Class D estimate	PSPC	~~Feb~~ April 2018

Deliverable	Description	OPI	Expected Date
5. PPAD	Submitted for approval	PM	~~Feb~~ April 2018
6. Design Development Documents	Updated Preliminary design to confirmed requirements and location, Class B estimate	PSPC	~~April~~ June 2018
7. EPAD	Submitted for approval	PM	~~April~~ June 2018
8. Property Lease	Land lease for permanent facility	PM	~~Aug~~ Oct 2018
9. Construction Documents	Consultant preparation of plans and specifications for tendering	PSPC	~~Aug~~ Oct 2018
10. Construction Contract	Award	PSPC	~~October~~ Oct 2018
11. Completed Facility	Substantial completion – ready for occupancy	PSPC	Fall ~~2019~~2020
12. Final Project Report	Project Closure report	PL	Spring 2021~~0~~

2.6 Project cost estimate and sources of funding

2.6.1 Project cost estimate

CCG has provided an order of magnitude estimate of $7,775,000 for the Capital cost of this project. The table below will be completed as information becomes available

Cost Category	TEC ($1000)	Previous Years	2017/18	2018/19	2019/20
1. Project Management:					
a. Salaries					
b. Disbursements					
2. Land Acquisition					
3. PSPC Fees & Disb					
4. Engineering & Design					
5. Construction					
6. Demolition					

Cost Category	TEC ($1000)	Previous Years	2017/18	2018/19	2019/20
7. Contingencies					
8. HST					
9. TOTAL					

Operation and Maintenance funding requirements table below will be completed as information becomes available.

Cost Category	2017/18	2018/19	2019/20	On-going
1. Facility Management:				
a. Salaries				
b. Disbursements				
2. Permanent Facility land lease				
3. Operations, maintenance, utilities				
4. Minor repairs				
5. HST				
6. TOTAL				

2.6.2 Sources of funding

Capital and O&M funds (including ongoing budget) will be incrementally provided to Real Property from the OPP Inshore Rescue Boat North funding.

2.7 ~~Dependancies~~Dependencies

Dependency	Description	Critical Date	Contact
1. Location recommendation	Site location confirmation	Nov~~Oct~~ 20~~9~~17	CCG

2.8 Project risks, assumptions, and constraints

2.8.1 Risks

This is an initial risk assessment which should be updated regularly.

No.	Risk Description	Probability (H/M/L)	Impact (H/M/L)	Planned Mitigation
1.	Changes in requirements and stakeholder objectives will require modification of project	L	H	Re-examine and adjust project requirements, obtain revised approvals
2.	Property acquisition delays	L	H	Engage with owners as soon as possible
3.	DFO will not have enough resources ($ and human) to manage and implement the full scope of work	M	M	Prepare cost estimates as early as possible to identify funding pressures. Augment staff with skilled temporary or private sector project managers using existing tools (assignments, TSPS)
4.	PSPC will not obtain and manage resources (project manager, consultants and contractors) effectively to meet objectives	M	M	Engage with senior personnel early, establish Project Charter and schedule, monitor progress and escalate issues as they arise.
5.	Approvals and other delays may impact ability to have materials/equipment delivered (sea lift dates)	M	H	Monitor schedule and adjust, inform stakeholders of impacts and mitigate costs.
6.	Site conditions may delay progress of work (soil conditions, weather etc.)	L	L	Inform stakeholders of impacts and mitigate costs

2.8.2 Assumptions

The following table lists the items that cannot be proven or demonstrated when this project charter was prepared, but they are taken into account to stabilize the project approach or planning.

No.	The following is assumed:
1.	No suitable building is available for purchase/lease
2.	Acquisition of land (rental/lease) will be possible.
3.	A successful bidder awarded within the SSA cost structure

No.	The following is assumed:
4.	Weather conditions allow work to progress as per scope

2.8.3 Constraints

Identify the specific constraints or restrictions that limit or place conditions on the project, especially those associated with the project scope (e.g. a hard deadline, a predetermined budget, a set milestone, contract provisions, and privacy or security considerations). It will help to categorize the constraints if there are several. Add rows as required. The following table lists the conditional factors the project must respect:

No.	Category	Constraints
1.	Authorities	Approval of development plans
2.	Weather	Restricting start-up and work conditions
3.	Contracting	Successful bidder within projected cost

Section 3. Project Organization

3.1 Project Governance

The project shall be governed in accordance with the Departmental Investment Management plan, specifically reporting to the Real Property Investment Management Board.

Guiding Principles:

- Collaboration
  - Throughout the development and implementation of this project, all stakeholders shall work together in a shared team approach, towards the achievement of all project.
- Professional and ethical values
  - All stakeholders shall work in a partnership of mutual support and collaboration embodying professional and ethical values, and shall share information relevant to the project subject to respective policies and regulations.
- Minimum impacts to operations

- Client business and a healthy work environment shall be sustained throughout the life of this project, including when necessary, adequate interim accommodations that meet the operational and functional requirements of the client, and by mitigating occupancy impacts until such time as functions are relocated to interim or permanent accommodation.

- Respect of approved baselines
  - All stakeholders shall respect approved baseline budget, scope, and timeline limits, and shall maintain economies with respect to the design and selection of project solutions.

- Respect of change management processes
  - All stakeholders shall respect change management processes and work to mitigate risk

- Sustainable Development
  - All stakeholders shall strive to respect established environmental policies, including the goals, objectives, and targets.

- Project Delivery Process
  - The implementation of this project will be undertaken within the general framework within which all DFO Real Property / PSPC projects are to be developed and implemented. This will ensure a quality end product, delivered on time, within scope, and within budget, and consistent with the requirements and all required control points for enhance accountability.

3.1 Project Team

Project Sponsor - Program: ~~M. Mes, Director General, Operations~~Julie Gascon, Assistant Commissioner - Central & Arctic Region, (CCG)

Project Sponsor - Custodian: B. Vavaris, A/Director General, Real Property and Environmental Management, DFO

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Project ~~Leader~~ Director - Program: ~~K. White, Senior Advisor, RPEM NHQ~~Marc-André Meunier, Regional Director Incident Management (CCG)

Project Leader - Program: James Forsythe, Regional Lead – Oceans Protection Plan (CCG)

Project Leader - Custodian: E. Sands, Regional Director, RPEM C&A

CCG Project Manager: ~~T. Wasson, Deputy Marine Superintendent, CCG C&A~~Peter Garapick, Supt. SAR – Arctic (CCG)

RP Project Manager: ~~TBD~~Aldin Jansen (DFO-RP)

PSPC Project Manager: Anil K Gupta, EP

~~TBD~~

3.3 Roles and responsibilities

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- Project Sponsor - Program: Has ultimate authority over and is responsible for the CCG program requirements. Is responsible for:
  - identifying all project requirements including the continuous interpretation of operational needs, internal departmental and wider government objectives, and participating in project evaluations to determine the extent to which the end-product met those needs and objectives;
  - review of escalated and scope changes;
  - activities that are carried out to clearly define and approve scope, funding and timing, including approval of any major changes to changes in scope, timing or budgets for the project;
  - vetting and authorizing amendments (which may arise as a result of changes in internal or external factors) that affect established project parameters;
  - providing direction, review, and timely approval as needed.

- Project Sponsor - Custodian: Has ultimate authority over and is responsible for the Real Property program requirements. Is responsible for:
  - ensuring that project funding is provided for the completion of mandated work
  - identifying all project requirements including the continuous interpretation of operational needs, internal departmental and wider government objectives, and participating in project evaluations to determine the extent to which the end-product met those needs and objectives;
  - review of escalated and scope changes;
  - activities that are carried out to clearly define and approve scope, funding and timing, including approval of any major changes to changes in scope, timing or budgets for the project;
  - vetting and authorizing amendments (which may arise as a result of changes in internal or external factors) that affect established project parameters;
  - providing direction, review, and timely approval as needed.

- Project ~~Leader~~ Director – Program: is accountable to the Program Project Sponsor and CCG Senior Management throughout the duration of the project for the successful achievement of project objectives and ensures that the project complies with government,

departmental and CCG policies and direction in achieving its objectives. Responsibilities include:

- providing a detailed project definition which enables the Custodian project manager to perform adequate project planning to address the size, scope, complexity, risk, visibility and administrative needs of the project;
- establishing the context and defining fully the scope for the project including the wider interests of the government;
- all external and internal aspects including continuous interpretation of operational needs and wider government objectives, and the validation of planned end-product in that context;
- ensures that all submissions are reviewed and comments/approvals are provided to the Real Property Project Manager when required.
- Oversees the management of project scope, risk and change management issues and provides decisions on significant issues
- vetting proposals to amend objectives due to changed external or internal factors.

- Project Leader - Custodian: provides leadership for the Real Property project. Is responsible for:
  - liaison with Program Project Leader and with Project Sponsors;
  - informing / updating senior management of project status.
  - The continuous interpretation of operational needs and wider government objectives, and the validation of planned project activities in that context;
  - engaging other stakeholders as necessary;
  - all internal aspects including general supervision of the project to ensure that Project Manager will meet all objectives approved for the project;
  - fully defining all project parameters; specifically scope, time, cost, and quality;
  - preparing project approval documents and obtaining necessary project approvals and funding and if necessary, obtain revised approvals and funding;
  - vetting proposals to amend objectives due to changed external or internal factors; and acting as the authority for the submission of such changes as well as for progress reporting to Project Sponsors;
  - ensuring that the Project Manager performs adequate project planning to address the size, scope, complexity, risk, visibility and administrative needs of specific projects;
  - providing advice and guidance to the Project Manager;

  - establishing the context and resource allocations of a specific project and interfacing between the Project Manager and the Project Sponsor;
  - ensuring the project is managed in accordance with the Treasury Board approved management framework.

- Project Manager: The Project Manager is responsible for carrying out the more detailed day-to-day management of project activities. These responsibilities include:
  - establishing an appropriate organizational structure based on an agreed-upon scope for the project;
  - managing the project (time, quality/scope, cost);
  - engaging other Regional sectors as required, assigning and detailing roles and responsibilities identified in pertinent internal and interdepartmental agreements;
  - negotiating and obtaining written agreements with participating departments (i.e PSPC SSA) to document project-specific resource commitments or activities in the interests of effective management of the project;
  - providing support to the Project Leader;
  - organizing the project using planning and analytical tools for work breakdown, responsibility assignment, and schedule preparation;
  - assessing risk and planning for risk mitigation;
  - planning to phase the project where necessary or appropriate;
  - monitoring the project progress to ensure conformance to the Project Plan and updating the Plan as necessary;
  - reporting progress to internal management; and providing input to briefing notes, and other documentation as required supporting the Project Leader.

- PSPC Project Manager: The PSPC Project Manager is responsible for carrying out the more detailed day-to-day management of assigned project delivery activities. These responsibilities include:
  - Working as a team member with DFO, the consultant and liaison as required with CCG and other Stakeholders
  - Managing all project requirements including internal Departmental and wider government objectives, and participating in project evaluations to determine the extent to which the end-product meets those needs and objectives.
  - Obtaining funding and corresponding expenditure authorities for the completion of assigned project activities
  - The overall achievement of the approved project objectives.

- Working with DFO in providing the basic project requirements for the project and to identify and define the optimum project solution.
- Ensure the project requirements are provided in conformance to the project schedule.
- Working to establish the overall project scope / budget / schedule / space standards including preliminary assessment of risk.
- Ensuring all project submissions are made and approvals obtained prior to initiating implementation of the work.
- Ensuring all relevant project submissions are made and approvals obtained for significant changes beyond the original or amended approvals prior to initiating the change.
- Project implementation, contracting, and the expenditure of project funds in accordance with established project approvals and project baselines of quality, time, scope, and cost.
- Acquiring and administering contracts for appropriate professional services and any business services to be provided by private sector contracts.
- Completing timely technical reviews of planning, design, contract documentation and procurement plans.
- Implementing a formalized process and methodology to assess, approve, and track all requested change through the planning and implementation of the project. The purpose of this process is to assess the benefit of the proposed change, control costs, and track and record decisions.

Deroon, Lisa

From:	Thompson, Steve A
Sent:	November 14, 2017 2:36 PM
To:	Marsaw, Meghan
Cc:	Garapick, Peter
Subject:	RE: Funding for IRB N
Attachments:	IRB NORTH Budget Summary.pdf

Hi Meghan,

Peter can confirm, but it's $9.75 million over the next five years with ongoing funding of about $379,000. The attachment has further details. Be warned, there is a version of this attachment that was previously circulated (in May or so) which has a calculation error in it. The attached version has been corrected.

As for the posters, I have all of the hard-copy material printed and am good on my end. Will follow up with Shelley on the status of the social media versions of this material.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Marsaw, Meghan
Sent: November-14-17 1:02 PM
To: Thompson, Steve A
Subject: Funding for IRB N

Hey Steve,

Can you confirm if what I have below is accurate for IRB N?

$10.3 million over the next five years with ongoing funding of $490,000

Also, let me know if you have any problems with getting the recruiting posters made into social media formats. Shelley has a graphic designer dedicated to OPP but we may be able to get the DFO ones to help if you are having issues.

Thanks,

Meghan

Meghan Marsaw
Senior Communications Advisor, Canadian Coast Guard

Agente principale des communications, Garde côtière canadienne
Communications Directorate | Direction générale des communications
Fisheries and Oceans Canada | Pêches et Océans Canada
Phone | Téléphone : 613-993-9674

Budget Summary
E SAFETY SYSTEM - PREVENTION & RESPONSE
esponse Capacity in-shore Rescue Boat h (IRB)

Pillar	STATE OF THE ART MARIN
Initiative	On-Water Presence and R
Sub-Initiative	Six New SAR Lifeboats and
Project	Inshore Rescue Boat Nort
Project Code	8H310

Sum of Total without EBP/Accommodations				
Fiscal Year	Vote	Region	Sector	Total
2017/18	Vote 1 - O&M	C&A	CCG Programs	202,000
	Vote 1 - O&M Total			**202,000**
	Vote 1 - Salary	C&A	CCG Programs	179,662
	Vote 1 - Salary Total			**179,662**
	Vote 5 - Capital	C&A	CCG Programs	7,775,000
	Vote 5 - Capital Total			**7,775,000**
2017/18 Total				**8,156,662**
2018/19	Vote 1 - O&M	C&A	CCG Programs	276,000
	Vote 1 - O&M Total			**276,000**
	Vote 1 - Salary	C&A	CCG Programs	179,662
	Vote 1 - Salary Total			**179,662**
2018/19 Total				**455,662**
2019/20	Vote 1 - O&M	C&A	CCG Programs	240,000
	Vote 1 - O&M Total			**240,000**
	Vote 1 - Salary	C&A	CCG Programs	139,351
	Vote 1 - Salary Total			**139,351**
2019/20 Total				**379,351**
2020/21	Vote 1 - O&M	C&A	CCG Programs	240,000
	Vote 1 - O&M Total			**240,000**
	Vote 1 - Salary	C&A	CCG Programs	139,351
	Vote 1 - Salary Total			**139,351**
2020/21 Total				**379,351**
2021/22	Vote 1 - O&M	C&A	CCG Programs	240,000
	Vote 1 - O&M Total			**240,000**
	Vote 1 - Salary	C&A	CCG Programs	139,351
	Vote 1 - Salary Total			**139,351**
2021/22 Total				**379,351**
Ongoing	Vote 1 - O&M	C&A	CCG Programs	240,000
	Vote 1 - O&M Total			**240,000**
	Vote 1 - Salary	C&A	CCG Programs	139,351
	Vote 1 - Salary Total			**139,351**
Ongoing Total				**379,351**
Grand Total				**9,750,377**

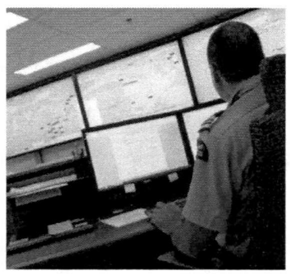
Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Unclassified

Safety First, Service Always











Canadian Coast Guard
Inshore Rescue Boat North

Recruitment Information Session:
Inshore Rescue Boat Crewmember

Canada

Presentation Overview

The purpose of this presentation is to:

1. Provide information on the Canadian Coast Guard, our resources and services available in the Arctic; and,
2. Highlight the Inshore Rescue Boat North project, and present information on the current crewmember position selection process. Includes important dates, pay, benefits and work schedule.

Who We Are and What We Do:

ON AVERAGE, EVERY DAY
CANADIAN COAST GUARD EMPLOYEES WILL:

- COORDINATE:
  THE RESPONSE TO **19** SEARCH AND RESCUE INCIDENTS ASSISTING **68** PEOPLE AND SAVING **18** LIVES.

MANAGE 1,233 VESSEL MOVEMENTS IN VESSEL TRAFFIC ZONES TO INCREASE SAFETY AND PROTECT THE ENVIRONMENT

CARRY 11
FISHERIES PATROLS

SUPPORT 8
SCIENTIFIC SURVEYS

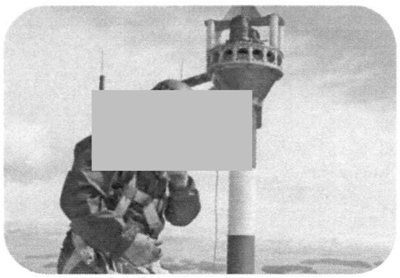
SUPPORT 3
HYDROGRAPHIC MISSIONS

RESPOND TO 3
ENVIRONMENTAL POLLUTION REPORTS

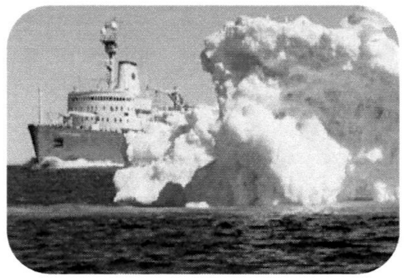
COAST GUARD IS:
4500 EMPLOYEES
114 SHIPS
23 HELICOPTERS
17000 AIDS TO SAFE AND EFFICIENT SHIPPING ACROSS CANADA

Canadian Coast Guard: Programs and Services

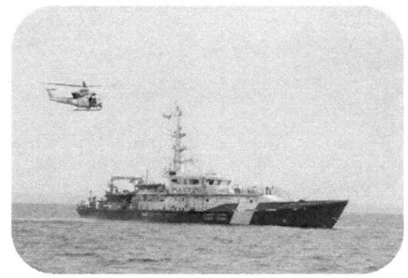
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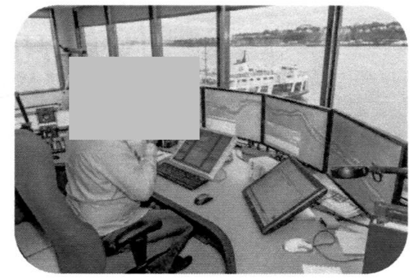
Marine Aids to Navigation



Icebreaking Operations and Escort



Maritime Security



Marine Communications & Traffic Services



Environmental Response

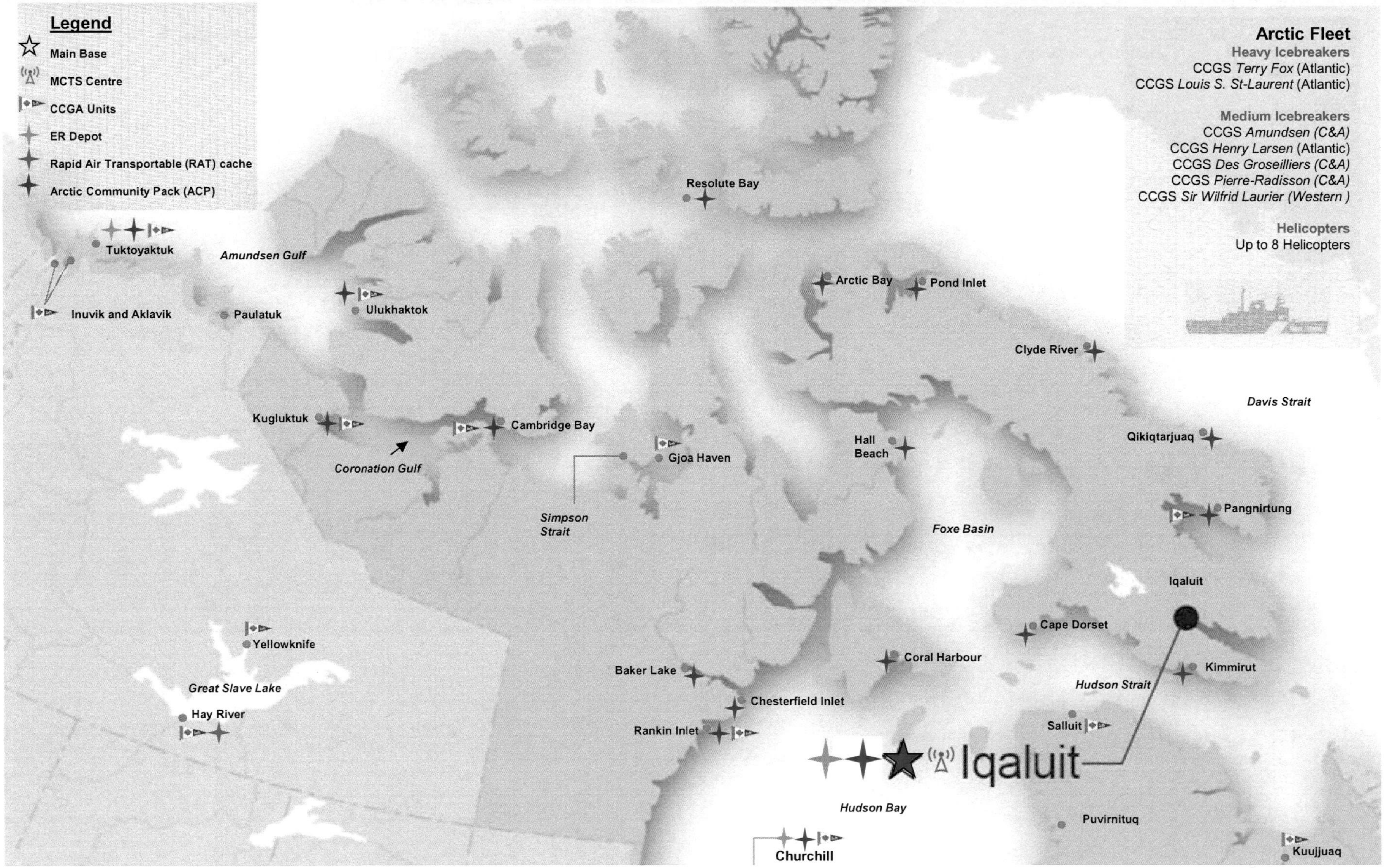


Waterways Management



Marine Search & Rescue

Background: CCG Arctic Resources



000398

SAR Response Assets



CCG Icebreakers



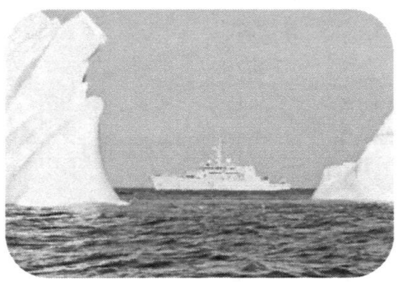
CCG Helicopters



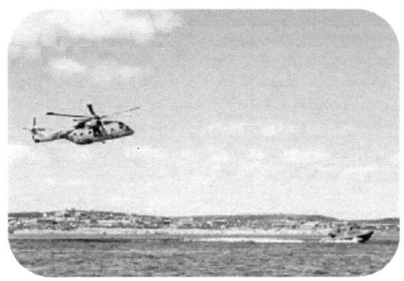
Department of National Defence



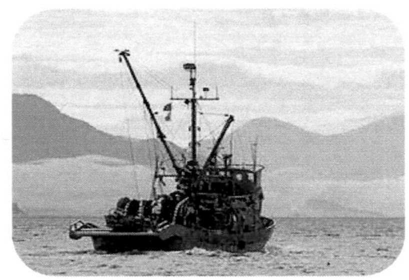
Canadian Coast Guard Auxiliary



Royal Canadian Navy



Nunavut and Nunavik SAR



Vessels of Opportunity

CCG Activities for SAR Response

s.19(1)



Increased Presence of CCG Icebreakers



Expansion of Canadian Coast Guard Auxiliary



Establish an Inshore Rescue Boat Station

Inshore Rescue Boat: Program Overview

What do you do?

- Work in a search and rescue station as part of a team of four persons and are available 24/7
- Respond and provide assistance to mariners in distress, or in need of assistance using a Fast Rescue Craft

Additional Details:

- Work Schedule: **14-days on-shift** followed by **14-days off-shift** (paid)
- CCG will pay for travel to/from crewmember's home to work (or training) location
- Room and board provided by CCG

Season Duration: ***(All dates tentative)***

IRB Training: **April 25 – May 13** (Trenton, ON)

More On-Water: **May 21 – June 1** (Various Locations – Ontario & Arctic)

SAR Operations: **June 15 – Sept. 5** (subject to weather)



Inshore Rescue Boat: Crewmember Selection Requirements

Who can apply:

Inuit who are currently students in colleges, universities or other ongoing educational or training programs, or, who will be enrolling in colleges, universities or other ongoing educational or training programs for the fall semester of 2018.

(Once selected into the program, the candidate may participate in the program for **up to two seasons after the completion of their studies**).

Language Profile:

English essential; Inuktitut and Inuinnaqtun an asset

Essential Requirements:

Not needed at the time of application; ***must be obtained by March 31, 2018***

- Cardio-Pulmonary Resuscitation (CPR) Certificate, Level C (or higher)
- Standard First-Aid Certificate

Inshore Rescue Boat: Crewmember Benefits

1. **Pay range** of approx. **$24.00 - $38.00/hour**, depending on the location of work, and other factors. This rate includes a Northern Allowance.
2. **Work Schedule:** 8 hour day (@ 100%) + 16 hours on-call (@ 33%)
   - **14-days on-shift** followed by **14-days off-shift** (paid)
   - Averages out to 46.6 hour work week
3. **This opportunity can provide:**
   - Real-time experience in maritime SAR operations
   - Valuable skills and knowledge
   - Possible transition into a career with CCG, or Govt. of Canada



Crewmember Selection Process: How To Apply?

The following are ways to apply to this process:

1. Public Service Resourcing Service Website: www.jobs.gc.ca
   - **Job Title:** Maritime Search and Rescue Crew Member: Inshore Rescue Boat North
   - **Selection process number:** 17-DFO-CEN-EA-CCG-215109

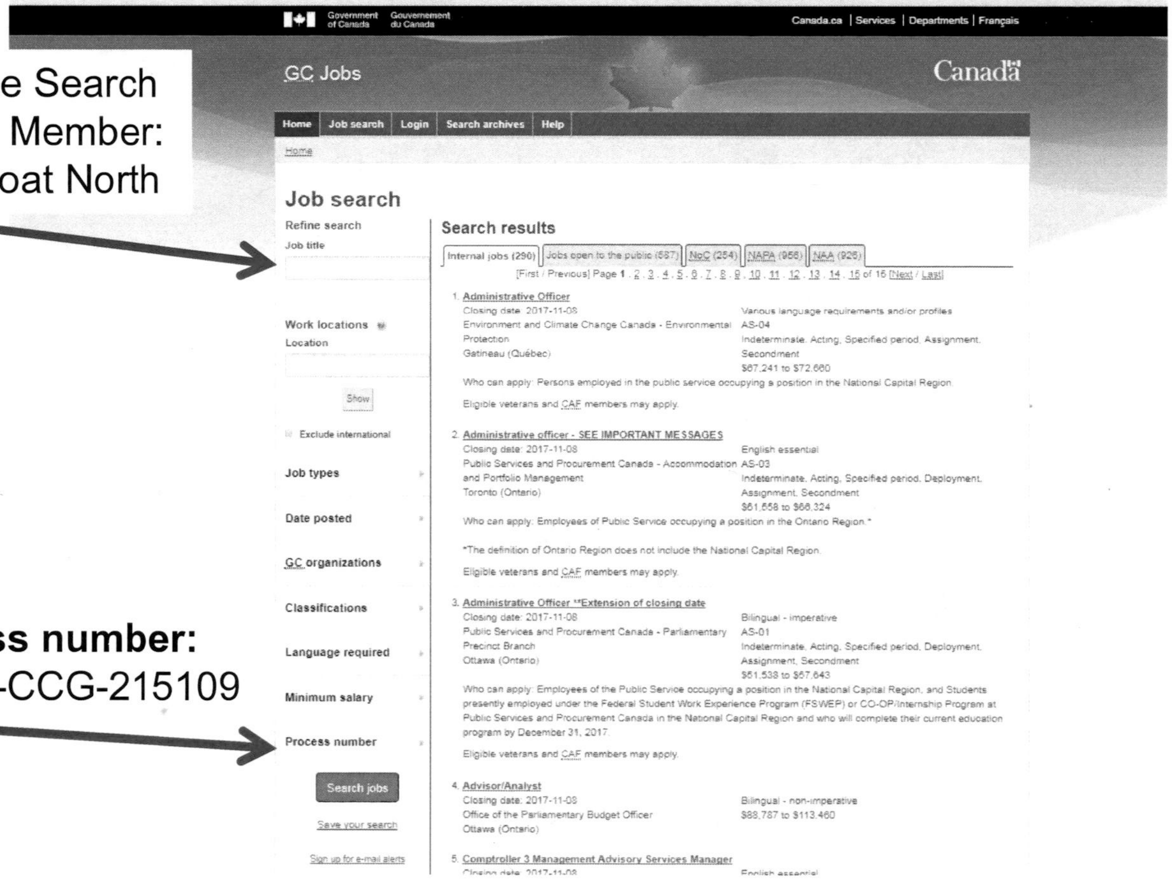
2. Hard copy applications will be available:
   - At the hamlet office in northern communities
   - At Nunavut Arctic College and Aurora College campuses
   - From: DFO.CA.CCG.SARArctic-ResArctique.GCC.CA.MPO@dfo-mpo.gc.ca

Selection Process Closing Date: January 12, 2018

How to Apply: Public Service Resourcing Service

The following are ways to apply to this process:

1. Public Service Resourcing Service Website: www.jobs.gc.ca



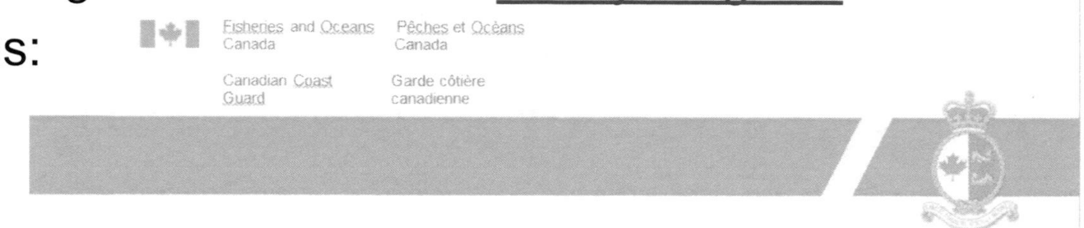
Job Title: Maritime Search and Rescue Crew Member: Inshore Rescue Boat North

Selection process number: 17-DFO-CEN-EA-CCG-215109

How to Apply: Hard Copy Applications

How to Submit Applications:

1. Public Service Resourcing Service Website: www.jobs.gc.ca
2. Hard Copy Applications:


Fisheries and Oceans Canada Pêches et Océans Canada
Canadian Coast Guard Garde côtière canadienne

Maritime Search and Rescue Crew Member: Inshore Rescue Boat North

- Submitted by email to DFO.CA.CCG.SARArctic-ResArctique.GCC.CA.MPO@dfo-mpo.gc.ca by **January 12, 2018**.

- Submitted by fax (519-383-1991) to:
  Attn: Arctic SAR Program by **January 12, 2018**.

- Submitted by mail (postmarked by **January 12, 2018**) to:
  Attn: Arctic Search and Rescue Program
  520 Exmouth Street
  Sarnia, ON
  N7T 8B1

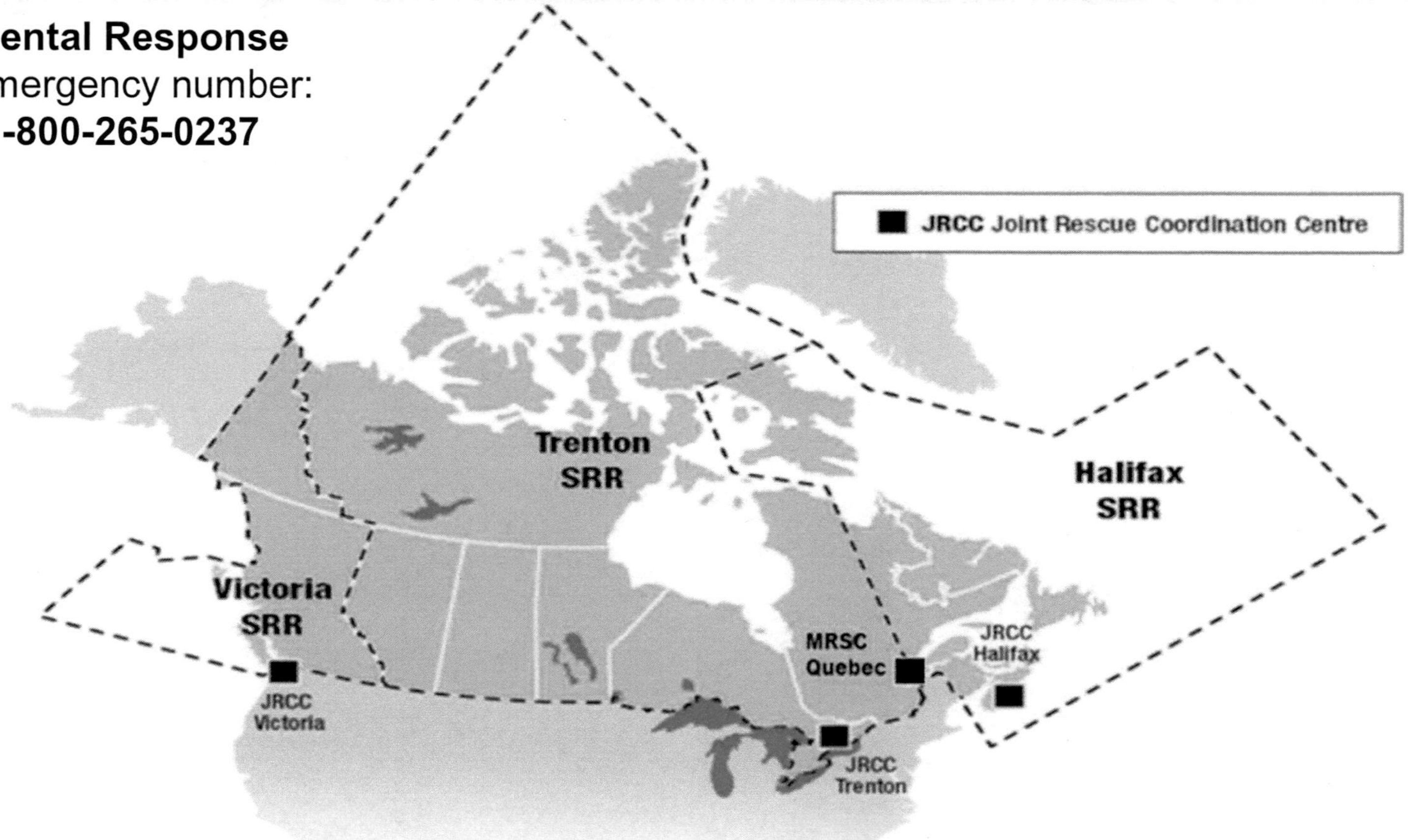
How Is This For Your Summer Job?



Selection Process Closing Date: <u>January 12, 2018</u>

In Case of an Emergency: Who Do You Call?

Environmental Response
24-hour emergency number:
Toll-free: **1-800-265-0237**



SAR - JRCC Trenton
24-hour emergency number:
Toll-free: **1-800-267-7270**
Email: jrcctrenton@sarnet.dnd.ca

SAR - JRCC Halifax
24-hour emergency number:
Toll-free: **1-800-565-1582**
Email: jrcchalifax@sarnet.dnd.ca

Questions?

Thank you!

Contact Information:

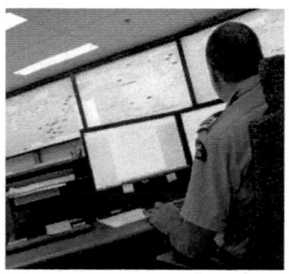
Steve Thompson
Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Non classifié (Unclassified)

Safety First, Service Always




Garde côtière canadienne

Embarcation de sauvetage côtier Nord

Séance d'information concernant le recrutement : Membres d'équipage d'embarcation de sauvetage côtier

Canada

Aperçu de la présentation

Cette présentation vise à :

1. Donner des renseignements sur les ressources de la Garde côtière canadienne et les services disponibles dans l'Arctique;
2. Faire connaître le projet d'embarcations de sauvetage côtier Nord et donner des renseignements sur l'actuel processus de sélection pour des postes de membres d'équipage. Comprend les dates importantes, le taux de rémunération, les avantages sociaux et l'horaire de travail.

Qui nous sommes et ce que nous faisons :

24

CHAQUE JOUR, EN MOYENNE,
LES EMPLOYÉS DE LA GARDE CÔTIÈRE CANADIENNE :

- COORDONNENT :
19 INCIDENTS DE RECHERCHE ET SAUVETAGE SECOURANT **68** PERSONNES ET SAUVANT **18** VIES.

ASSURENT LA **GESTION** DE LA CIRCULATION DE 1 233 NAVIRES DANS LES ZONES DE TRAFIC MARITIME, EN VUE D'AMÉLIORER LA SÉCURITÉ ET DE PROTÉGER L'ENVIRONNEMENT

RÉALISENT **11**
PATROUILLES DE SURVEILLANCE DES PÊCHES

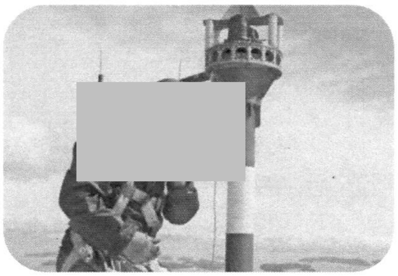
SOUTIENNENT 8
ÉTUDES SCIENTIFIQUES

SOUTIENNENT 3
MISSIONS HYDROGRAPHIQUES

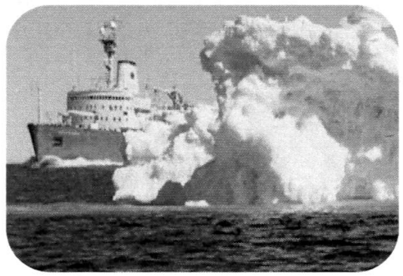
GÈRENT 3
INCIDENTS DE POLLUTION

LA GARDE CÔTIÈREC'EST:
4500 EMPLOYÉS
114 NAVIRES
23 HÉLICOPTÈRS
17000 AIDES POUR UN TRANSPORT MARITIME SÉCURITAIRE ET EFFICIENT DANS TOUT LE CANADA

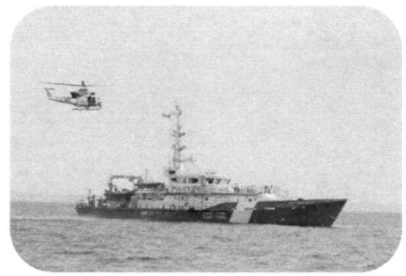
Garde côtière canadienne : Programmes et services



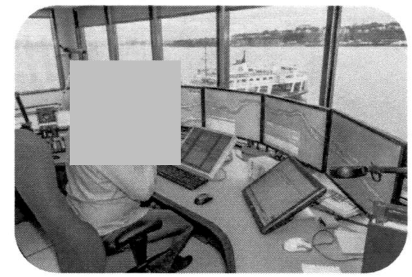
Aides à la navigation maritime



Opérations de déglaçage et escorte

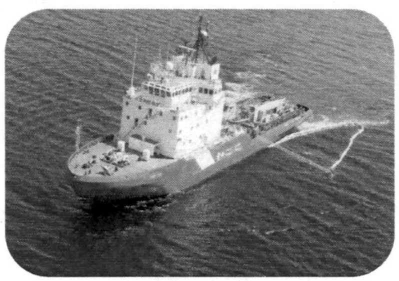


Sûreté maritime



Services de communication et [illegible] maritimes

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Intervention environnementale

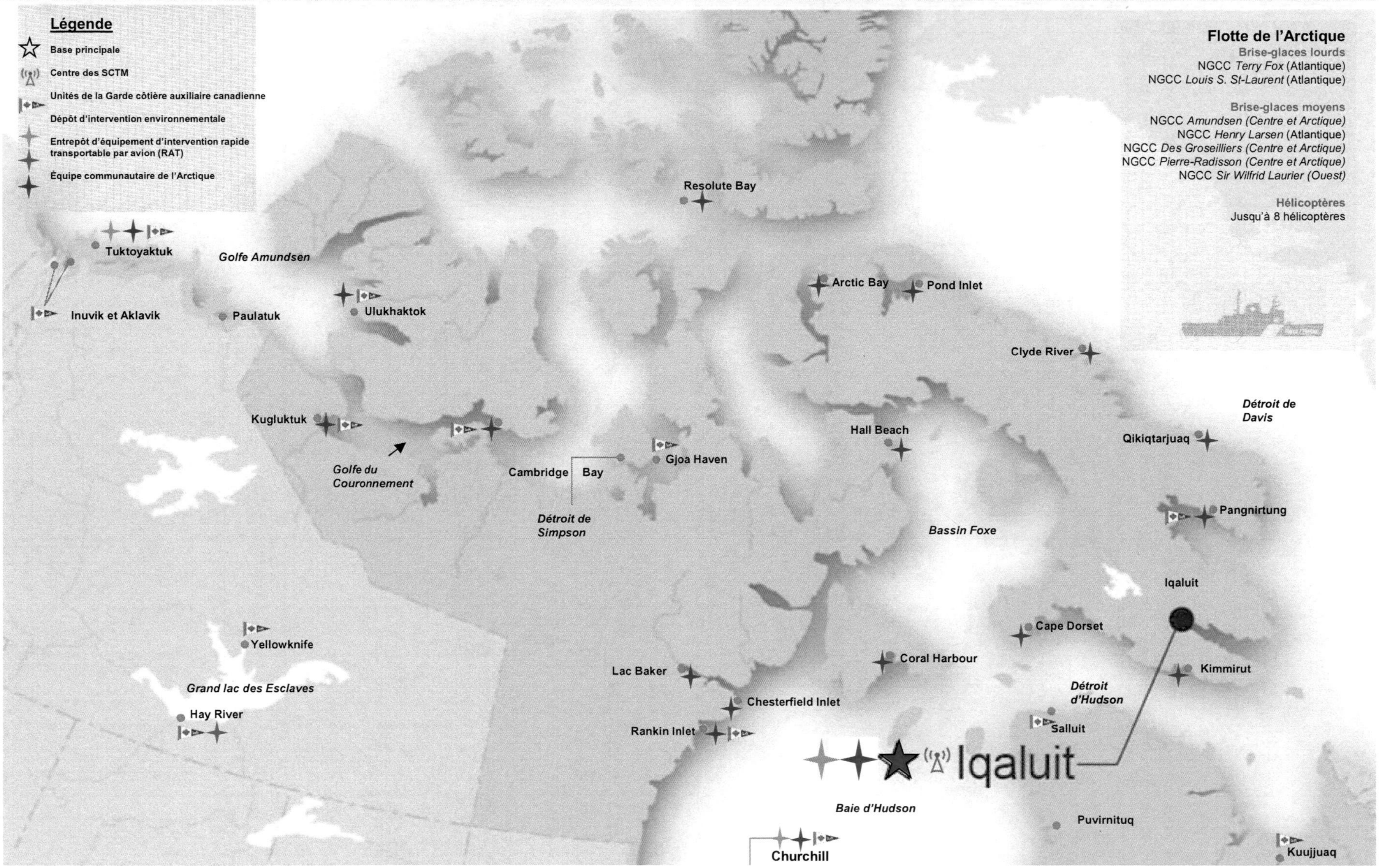


Gestion des voies navigables



Recherche et sauvetage maritimes

Contexte : Ressources de la GCC dans l'Arctique



000414

Actifs d'intervention en R et S



Brise-glaces de la GCC



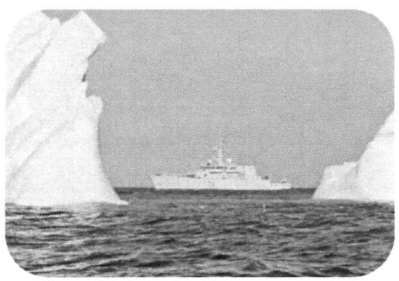
Hélicoptères de la GCC



Ministère de la Défense nationale



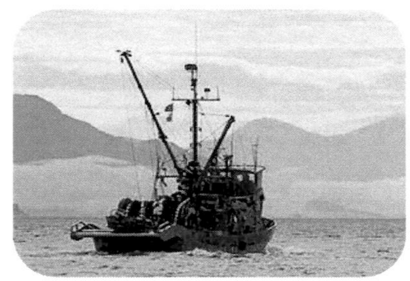
Garde côtière auxiliaire canadienne



Marine royale du Canada



R et S au Nunavut et au Nunavik



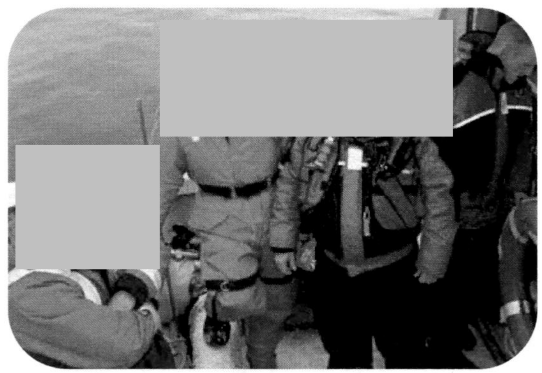
Navires de passage

Les activités de la GCC pour les interventions de R et S

s.19(1)



Présence accrue des brise-glaces de la GCC



Expansion de la Garde côtière auxiliaire canadienne



Établir une station d'embarcation de sauvetage côtier

Embarcation de sauvetage côtier
Aperçu du programme

Que faites-vous?

- Travailler dans une station de recherche et sauvetage en tant que membre d'une équipe de quatre personnes qui sont disponibles 24 heures sur 24, 7 jours sur 7
- Intervenir pour aider les navigateurs en détresse ou qui ont besoin d'assistance à l'aide d'une embarcation rapide de sauvetage

Détails supplémentaires :

- Horaire de travail : quart de **14 jours suivi de 14 jours non travaillés** (payés)
- La GCC assumera les frais de déplacement des membres d'équipage entre leur domicile et le lieu de travail (ou de formation) et retour
- Hébergement et repas fournis par la GCC

Durée de la saison : ***(Toutes les dates sont provisoires)***

Formation sur les petites embarcations de sauvetage côtières Du 25 avril au 13 mai

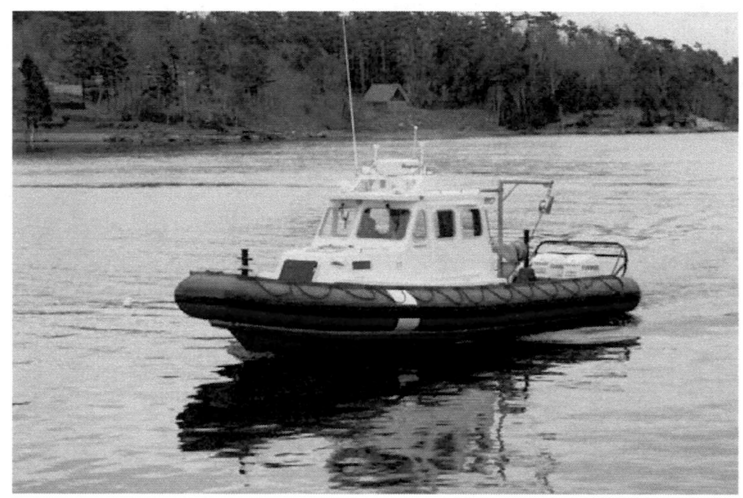
Trenton (Ont.)

Plus sur l'eau : du 21 mai au 1er juin

(Divers endroits – Ontario et Arctique)

Opérations de R et S : du 15 juin au 5 sept.

(sous réserve des conditions météorologiques)



Embarcation de sauvetage côtier
Critères de sélection des membres d'équipage

Qui peut postuler :

Les Inuits qui étudient actuellement au collège, à l'université ou dans un autre programme éducatif ou programme de formation continue, ou qui seront inscrits au collège, à l'université ou à un autre programme éducatif ou programme de formation continue au semestre d'automne 2018.

(Une fois sélectionné dans le programme, le candidat peut participer au programme pendant une durée maximale de deux saisons après avoir terminé ses études.)

Profil linguistique :

Anglais essentiel; inuktitut et inuinnaqtun un atout

Qualifications essentielles :

Ne sont pas nécessaires au moment de la demande; ***doivent être obtenues au plus tard le 31 mars 2018***

- Un certificat de réanimation cardio-respiratoire (RCR) de classe C (ou plus)
- Un certificat de secourisme général

Embarcation de sauvetage côtier
Avantages pour les membres d'équipage

1. **Échelle salariale** d'environ **24 $ à 38 $ de l'heure**, selon le lieu du travail et d'autres facteurs. Ce taux comprend l'indemnité de vie dans le Nord
2. **Horaire de travail :** journée de travail de 8 heures (à 100 %) + 16 heures en disponibilité (à 33 %)
   - **Quart de 14 jours** suivi de **14 jours non travaillés** (payés)
   - Correspond à une moyenne de 46,6 heures par semaine de travail
3. **Cette occasion peut apporter les avantages suivants :**
   - Expérience des opérations de recherche et sauvetage en mer en temps réel
   - Compétences et connaissances précieuses
   - Transition possible vers une carrière à la GCC ou pour le gouvernement du Canada



Processus de sélection des membres d'équipage Comment poser sa candidature?

Voici les façons de participer à ce processus :

1. Site Web du service de ressourcement de la fonction publique (www.emplois.gc.ca).
   - **Titre du poste :** Membre d'équipage de recherche et sauvetage maritimes : embarcations de sauvetage côtier – Nord
   - **Numéro du processus :** 17-DFO-CEN-EA-CCG-215109

2. Des formulaires papier pour candidature seront disponibles :
   - dans les bureaux de hameau des collectivités nordiques
   - sur les campus du Collège Aurora et du Collège de l'Arctique du Nunavut
   - au : DFO.CA.CCG.SARArctic-ResArctique.GCC.CA.MPO@dfo-mpo.gc.ca

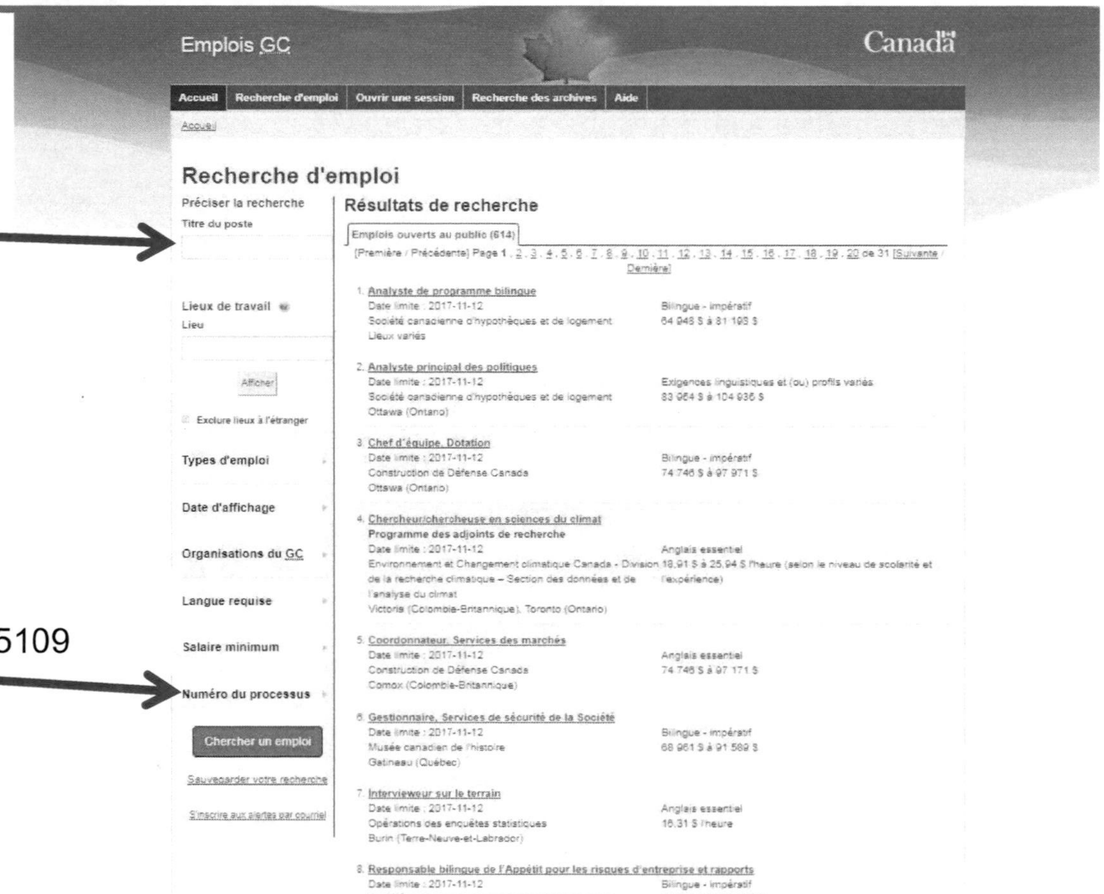
Date de clôture du processus de sélection :
12 janvier 2018

Comment poser sa candidature :
Service de ressourcement de la fonction publique

Voici les façons de participer à ce processus :

1. Site Web du service de ressourcement de la fonction publique (www.emplois.gc.ca).

Titre du poste : Membre d'équipage de recherche et sauvetage maritimes : embarcations de sauvetage côtier – Nord



Numéro du processus :
17-DFO-CEN-EA-CCG-215109

Comment poser sa candidature : Candidatures sur formulaire papier :

Comment faire parvenir sa candidature :

1. Site Web du service de ressourcement de la fonction publique (www.emplois.gc.ca).
2. Candidatures sur formulaire papier :

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

Membre d'équipage de la recherche et sauvetage maritimes : embarcations de sauvetage côtier – Nord - Recrutement postsecondaire

- Par courriel au DFO.CA.CCG.SARArctic-ResArctique.GCC.CA.MPO@dfo-mpo.gc.ca d'ici le **12 janvier 2018**.

- Par télécopieur au 519-383-1991 à l'att. :
  Programme de R et S de l'Arctique d'ici le 12 janvier 2018.

- Par courrier (d'ici le 12 janvier 2018, le cachet de la poste faisant foi) à l'adresse suivante :

  à l'att. : Programme de recherche et sauvetage dans l'Arctique
  520, rue Exmouth
  Sarnia (Ont.)
  N7T 8B1

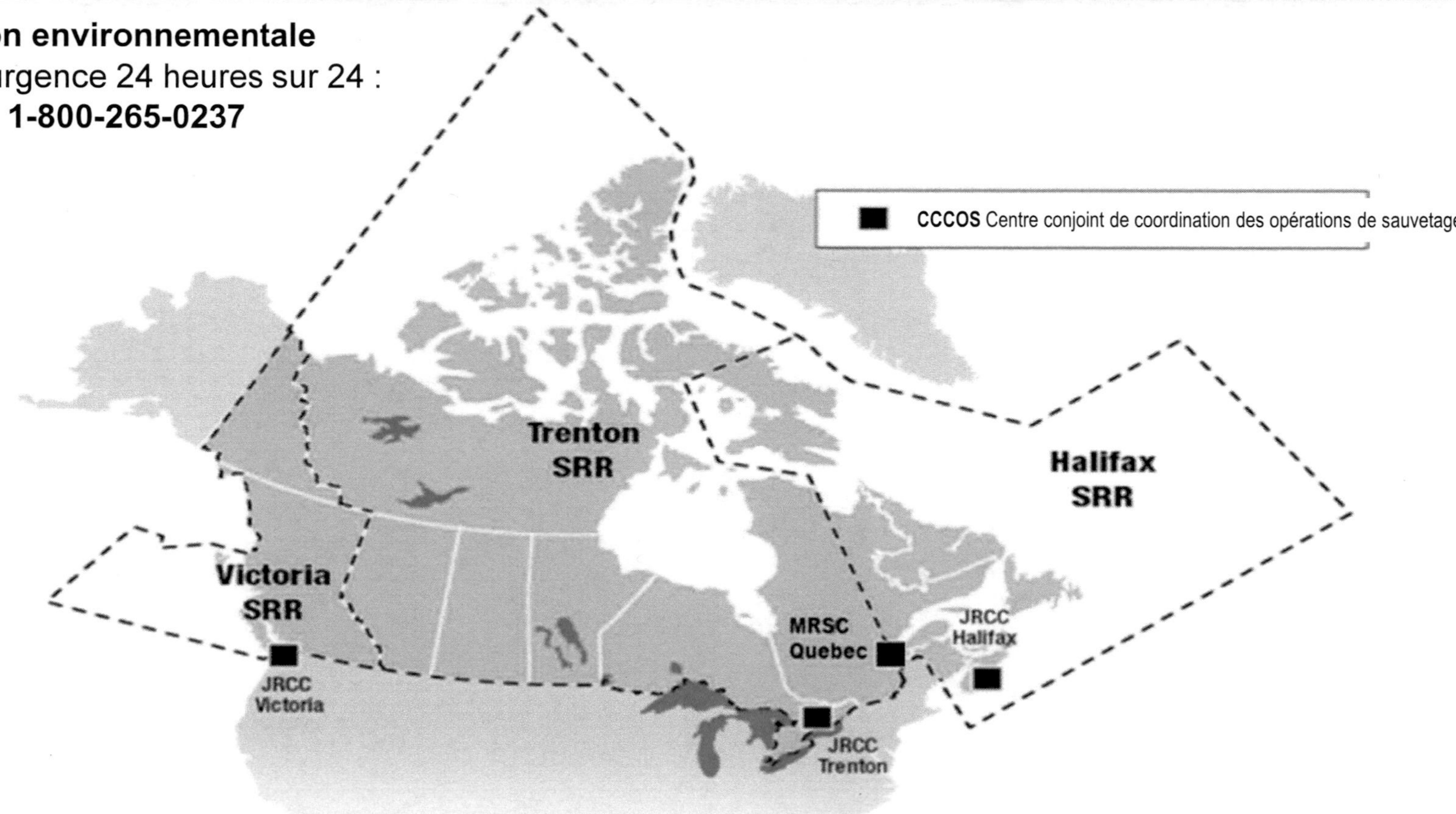
Comment ceci se prête-t-il à votre emploi d'été?



Date de clôture du processus de sélection :
12 janvier 2018

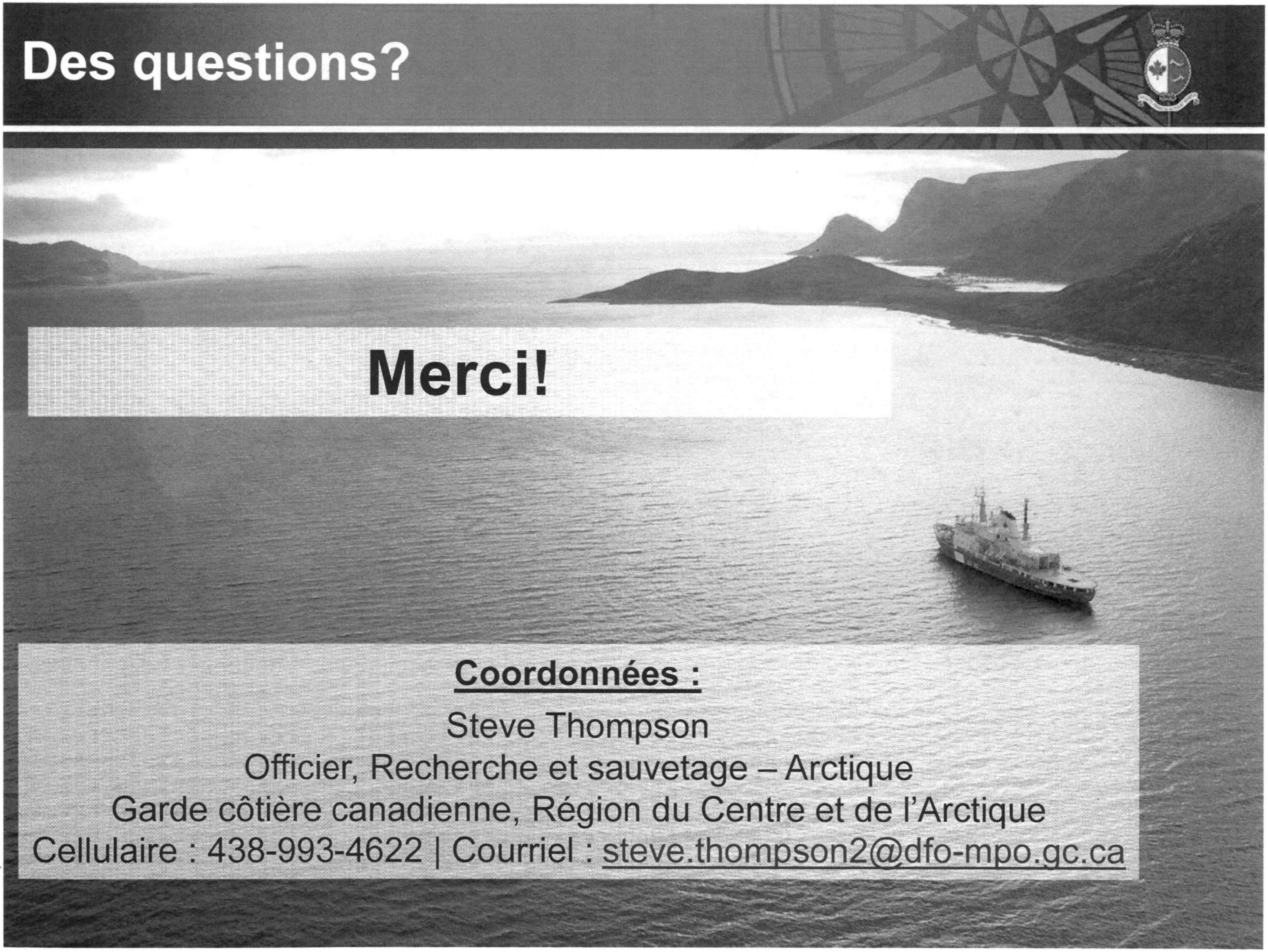
En cas d'urgence : Qui devez-vous appeler?

Intervention environnementale
Numéro d'urgence 24 heures sur 24 :
Sans frais : **1-800-265-0237**



R et S - CCCOS Trenton
Numéro d'urgence 24 heures sur 24 :
Numéro sans frais : **1 800-267-7270**
Courriel : jrcctrenton@sarnet.dnd.ca

R et S - CCCOS Halifax
Numéro d'urgence 24 heures sur 24 :
Numéro sans frais : **1-800-565-1582**
Courriel : jrcchalifax@sarnet.dnd.ca


Des questions?
Merci!
Coordonnées :
Steve Thompson
Officier, Recherche et sauvetage – Arctique
Garde côtière canadienne, Région du Centre et de l'Arctique
Cellulaire : 438-993-4622 | Courriel : steve.thompson2@dfo-mpo.gc.ca

Deroon, Lisa

From:	Thompson, Steve A
Sent:	December 7, 2017 5:45 PM
To:	Meunier, Marc-André; Forsythe, James
Cc:	Garapick, Peter; Davids, Michael; Di Patria, Lorie-Ann
Subject:	FOR COMMENTS: P9 PPR (8H310)
Attachments:	P9 PPR - 8H310 IRB North - Due COB December 8th 2017; P9-PPR-8H310-Inshore Rescue Boat North (IRB).xls

Good evening all,

Please find attached the draft P9 PPR for 8H310 for your review and comments. I apologize for its lateness, but we've been working on an OPP-related financial request for most of the day, and have had to do a quick turnaround on preparing these PPRs, due to the holiday season.

Important notes:

1. The budget forecasts have been adjusted to reflect the carry-forward amounts previously submitted, and are also consistent with the DM budgetary request submitted to OPP HQ earlier today.
2. Due to the delay in location confirmation:
    - Key Outputs Tab: "Conduct a local recruitment drive in Arctic communities – to recruit crew for the station…" AND "Conduct recruitment and training of local (Arctic) in-shore rescue boat crews (spring/summer 2018)" have been rated as Attention Required.
    - Risk #2: *"If the location for the project continues to remain unknown, then the risk to recruiting suitable and qualified candidates will increase with time"* has had its Likelihood Risk Criteria changed to 'Likely' (up from Moderate) due to this delay. This has resulted in a 'High' risk rating overall, based on the embedded formula that is being utilized.

Most other aspects of the PPR are consistent with P8, while mentioning the completed college/university engagement sessions. The Crewmember selection poster has been available since November 20th and the Supervisor poster is expected to be live by mid-December. Both have closing dates in January (Crewmember is January 12, and Supervisor will be late-January).

If you could have your comments on this back by **noon on Friday December 8th**, that would be most appreciated. I will modify as required and submit at this time, prior to the deadline.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Deroon, Lisa

From: CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Sent: December 5, 2017 1:15 PM
To: Garapick, Peter
Cc: Thompson, Steve A; CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Subject: P9 PPR - 8H310 IRB North - Due COB December 8th 2017

Please find enclosed the P9 Project Progress Report for your completion. Completed PPRs are due to the OPP PMO INBOX CCG OPP PMO-GCC PPO BGP (DFO/MPO) ***December 8 Close of Business day.***

Please note that the December reporting schedule is shorter than usual due to Christmas holidays. It will be important to submit version 1 of the PPR on time on December 8 and action the Finance and PMO review requests in a timely manner in order to meet all deadlines.

Project Management portion:

In order to remain aligned with DFO/TC reporting and keep up with increasing information requests from Senior Management the PPR was updated.

The SM1 worksheet from the PPR has been significantly updated. This does not impact the Project Managers as this section is automatically populated using formulas.

The PM section: tracking of issues has been changed:

- The issues table has been split into two issues table. "Project Delivery" and "Engagement and Consultation".
- The two tables are now incorporated in the Executive Summary and Engagement and Consultations worksheets. Where projects have open issues, all information was transferred in the appropriate sections as well.
- The ISSUES worksheet is now to capture "closed issues" only.

Reminders:

- When milestones differ from original target dates, milestones should be identified as "Attention Required" **and a justification to the delay(s) must be provided in the Overall Progress Summary.** The same is required for any health indicators: Overall Project Health, Budget, Risks, Schedule, Key Outputs, Engagement and Consultation, etc.
- It is important to keep this report short, clear and concise in order to clearly convey the progress story of our Project Delivery, Consultation and Engagement and Key Outputs.

Should you have any Project Management questions, please do not hesitate in contacting Yasmine Clarke through the OPP PMO INBOX CCG OPP PMO-GCC PPO BGP (DFO/MPO).

Finance portion:

This version of the PPR includes the project updates provided by Project Managers in P8. Financials have been updated by the OPP Finance team using a system extraction as of December 4, 2017. **Project Managers are responsible to update their forecasts and provide all variance explanations. Please ensure your comments explain these surpluses.** As well, we have unlocked the FIN INPUT Tab to allow for entry of planned transfers or additional rows, **please ensure not to edit any columns that are greyed out.**

Salary and encumbrance reports (where they exist) have been provided for your review. Should you not receive any financial reports, this indicates that no spending has been recorded against your project. Please ensure if you have spending that your financial officer recodes those transactions for your own RC's or advise the regional leads to follow up with their financial officers to get corrections actioned.

Please ensure that you review your salary reports carefully and identify any missing staffing. Please continue to identify any planned staffing in comments so forecasts can be entered.

In some cases Project Managers may still have budgets allocated to H9902. This RC is being used to hold budgets that were not allocated/required.

PLEASE NOTE: Please ensure all missing obligations and commitments are entered in Abacus to reflect your current forecasts. Please also ensure that any recoding of expenditures from A-Base or adding WBS is completed as well. We have resources available to assist with this activity so please let us know.

Please feel free to contact the OPP Finance Team with any questions: CCGOPPFinance@dfo-mpo.gc.ca.

MODIFIED this month - **Consultation and Engagement worksheet**

In order to align with DFO and TC reporting the "Region" column was introduced in the milestone table. Please ensure to validate the pre-populated information and populate the cells where the information was not available.

The "Event/Activity" column was renamed "type" and the drop-down list has been updated to match DFO and TC.

New drop-down list:

Instructions: Select the appropriate Type from the dropdown list by clicking the arrow. available are:

- ***Education:*** Should be selected when the engagement involves educating other: subject/project. This involves training, providing information online and confer
- ***Call for input:*** Should be selected when asking the target audience for input on interest to them.
- ***Advisory body/Contribution agreements:*** An engagement mechanism that ena dialogue with the target audience along several phases of the project's lifespan in influencing decision-making and project outcomes.
- ***Delegation agreement:*** An engagement mechanism that enables the target au or co-deliver mandate or services on behalf of the Department.
- ***Other.***

Holly Courchaine
Analyst | Analyste
Change Leadership and Implementation Management | Leadership et gestion du changement
Canadian Coast Guard | Garde cotiere canadienne
Holly.Courchaine@dfo-mpo.gc.ca
613-867-2087
200 Kent Street
Ottawa, K1A 0E6

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 \ CCG // GCC /
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CANADA 150

Key Milestones and Deliverables for Duration of Project (~ 5 years)

Executive Summary — Overall Project Health: Off Track

Rating	Defin
Not Started	This r progr
On Track	This r majo progr isn't t
Attention Required	This r miles the is to mi
Remediation Required	This r facing when mana
Off Track	This r comm year. short
Completed	This r

Past Month's Accomplishments and Activities:
Past Month: Crewmember selection process underway (closing date January 12, 2018). Hard copy promotional material and applications sent to all northern colleges, hamlets, various government and inuit organization contacts, and to selected sourthern colleges / universities. Recruitment information sessions were completed at University of Alberta, University of Saskatchewan, University of Manitoba, Memorial University, John Abbott College, and Nunavut Sivuniksavut (Ottawa).
Next Month: Posting of Supervisor selection poster (mid-December). Development of HR rating guides for both processes. Procurement of any non-location specific assets and equipment to support operations (i.e., PPE, SAR equipment). Information session at Kativik Regional School Board on IRB North and ER Student Recruitment (8H220) programs on December 13, 2017.

Overall Progress Summary: Any location-specific project aspects on hold awaiting further direction. This includes preparing for interim operations, commencing activities related to construction of permanent facilities. Crewmember selection process is underway and hard copy promotional material and applications sent to all northern colleges, hamlets, various government and inuit organization contacts, and to selected sourthern colleges / universities. Selection process for Supervisor position underway by mid-December. Continued engagement occurred through university and college information sessions in late-November, with one session remaining. Formalization of major capital roles and responsibilities underway via project charter being completed between CCG and DFO-RP.

Project Delivery Highlights: Any location-specific project aspects on hold awaiting further direction. As a location has not been confirmed and a considerable level of uncertainty remains, the project team cannot guarantee that SAR operations will be able to be undertaken in Summer 2018.

PROJECT DELIVERY Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome
Sep-17	Any location-centric activities are on hold awaiting confirmation of location.	Project requires formal confirmation with sufficient time to stand up interim operations, including consultation with the selected hamlet. (Revised wording December 5, 2017)	Sep-17	CCG HQ	N	

Project Schedule Status G

Type	Description	% Completed	Target Completion	Status	Forecast/Actual Completion	Significant (Y/N)	Region	Changed since last report (Y/N)	Variance
Project Planning	Completed and Approved Project Charter (PC)	100%	May 31, 2017	Completed	May 31, 2017	Y	C&A	N	0
Project Planning	Completed and Uploaded Work Breakdown Structure (WBS)	100%	June 14, 2017	Completed	June 14, 2017	Y	C&A	N	0
Project Planning	Completed and Approved Project Implementation Plan	100%	June 30, 2017	Completed	July 31, 2017	Y	C&A	N	1
Engagement	COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	0%	August 31, 2017	Off Track	January 1, 2018	Y	C&A	Y	4
Procurement	2018 IRB NORTH SEASON - COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	100%	October 31, 2017	Completed	September 1, 2017	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	100%	October 31, 2017	Completed	September 18, 2017	Y	C&A	N	0
Procurement	2018 IRB NORTH SEASON - COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND	25%	November 30, 2017	Off Track	March 1, 2018	Y	C&A	Y	3
Hiring	2018 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	50%	March 31, 2018	Attention Required	March 31, 2018	Y	C&A	Y	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		April 30, 2018	Not Started	April 30, 2018	Y	C&A	N	0
Hiring	2018 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2018	Not Started	May 31, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION		June 15, 2018	Not Started	June 15, 2018	Y	C&A	N	0
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION		September 30, 2018	Not Started	September 30, 2018	Y	C&A	N	0
Construction	2019 IRB NORTH SEASON - SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	50%	August 31, 2017	Remediation Required	April 1, 2018	Y	C&A	Y	7
Procurement	2019 IRB NORTH SEASON - SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION		April 30, 2018	Not Started	April 30, 2018	Y	C&A	N	0
Procurement	2019 IRB NORTH SEASON - COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		June 30, 2018	Not Started	June 30, 2018	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 30, 2018	Not Started	October 30, 2018	Y	C&A	N	0
Hiring	2019 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2019	Not Started	March 31, 2019	Y	C&A	N	0
Hiring	2019 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2019	Not Started	May 31, 2019	Y	C&A	N	0
Construction	2019 IRB NORTH SEASON - COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES		May 31, 2019	Not Started	May 31, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2019	Not Started	June 15, 2019	Y	C&A	N	0
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2019	Not Started	September 30, 2019	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON		October 1, 2018	Not Started	October 1, 2018	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON		February 28, 2019	Not Started	February 28, 2019	N	C&A	N	0
Procurement	2020 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		July 31, 2019	Not Started	July 31, 2019	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 31, 2019	Not Started	October 31, 2019	N	C&A	N	0
Hiring	2020 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2020	Not Started	March 31, 2020	N	C&A	N	0
Hiring	2020 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2020	Not Started	May 31, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES		May 31, 2020	Not Started	May 31, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2020	Not Started	June 15, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)		June 15, 2020	Not Started	June 15, 2020	N	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2020	Not Started	June 15, 2020	Y	C&A	N	0
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2020	Not Started	September 30, 2020	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON		October 1, 2019	Not Started	October 1, 2019	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON		February 28, 2020	Not Started	February 28, 2020	N	C&A	N	0
Procurement	2021 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)		July 31, 2020	Not Started	July 31, 2020	Y	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		October 31, 2020	Not Started	October 31, 2020	N	C&A	N	0
Hiring	2021 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW		March 31, 2021	Not Started	March 31, 2021	N	C&A	N	0
Hiring	2021 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW		May 31, 2021	Not Started	May 31, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES		May 31, 2021	Not Started	May 31, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)		June 15, 2021	Not Started	June 15, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE) 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2021	Not Started	June 15, 2021	N	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION		June 15, 2021	Not Started	June 15, 2021	Y	C&A	N	0
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION		September 30, 2021	Not Started	September 30, 2021	N	C&A	N	0
Other	2022 IRB NORTH SEASON - COMPLETE PLANNING, AQUISITION & DELIVERY OF ANY MAJOR EQUIPMENT, AND RECRUITMENT		March 31, 2022	Not Started	March 31, 2022	Y	C&A	N	0
Other	2023 IRB NORTH SEASON - COMPLETE PLANNING		March 31, 2022	Not Started	March 31, 2022	N	C&A	N	0
Other	PROJECT CLOSE		March 31, 2022	Not Started	March 31, 2022	Y	C&A	N	0
									0
Completed Milestones - To be moved 2 periods after completion									
Project Planning	Completed and Approved Project Charter (PC)	100%	May 31, 2017	Completed	May 31, 2017	Y	C&A	N	

Financial Summary - Details

Project Budget Status | G

Forecast VS YTD EncumbrancesTable

Period	P7- 17/18	P8 - 17/18	P9- 17/18	P10 - 17/18	P11 - 17/18
Forecast	$1,653,001.00	$1,653,001.00	$1,138,758.00	$0.00	$0.00
YTD Encumbrances	$1,553,804.00	$1,589,587.00	$489,346.00	$0.00	$0.00

Project Status Indicators	
	Budget (TEC)
G	+ 0 to 10%
Y	+11 to 20%
R	> 20%

Financial Summary and justifications if required:$6.5M has been loaned to Coast Guard and repaid next fiscal. $300K of minor capital is to be transferred to O&M to cover costs of land surveys and assessments
Transfer salary budget to student to cover costs, gain 20% EBP.

Abacus Financial Extraction - Pre-Populated from OPP Finance Team - Project Managers must confirm Forecast

Date of Extraction:

Responsibility Centre	Allotment	Current Budget (1)	Planned Transfers (2)	Adjusted Budget (3) = 2 + 1	Expenditures (4)	Obligations (5)	Commitments (6)	Total Encumbrances (7)	Free Balance (8) = 3 - 7	Forecast (9)	Surplus / Deficit (10) = 3 - 9
C9A47	110	160,523	-	160,523	66,474	44,523	-	110,997	$49,526.00	169,536	$9,013.00
H9902	110	6,241		6,241				-	$6,241.00	6,241	$0.00
C9A47	118	15,478	-	15,478	14,327	-	-	14,327	$1,151.00	15,478	$0.00
C9A47	120	502,000	(345,000)	157,000	108,598	49,564	25,100	183,262	$26,262.00	423,484	$266,484.00
H9902	120	-	345,000	345,000	-	-	-	-	$345,000.00	-	$345,000.00
C9A47	280	975,000	-	975,000	-	32,858	147,902	180,760	$794,240.00	524,019	$450,981.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
Project Total		**$1,659,242.00**	**$0.00**	**$1,659,242.00**	**$189,399.00**	**$126,945.00**	**$173,002.00**	**$489,346.00**	**$1,169,896.00**	**$1,138,758.00**	**$520,484.00**
Vote 1		$684,242.00	$0.00	$684,242.00	$189,399.00	$94,087.00	$25,100.00	$308,586.00	$375,656.00	$614,739.00	$69,503.00
Vote 5		$975,000.00	$0.00	$975,000.00	$0.00	$32,858.00	$147,902.00	$180,760.00	$794,240.00	$524,019.00	$450,981.00
Vote 10		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Key Milestones and Deliverables for Engagement and Consultation

Engagement / Consultation Health Indicator	On Track

Past Month's Accomplishments and Next Month Activities:

Past Month: Crewmember selection process underway (closing date January 12, 2018). Hard copy promotional material and applications sent to all northern colleges, hamlets, various government and Inuit organization contacts, and to selected sourthern colleges / universities. Recruitment information sessions were completed at University of Alberta, University of Saskatchewan, University of Manitoba, Memorial University, John Abbott College, and Nunavut Sivuniksavut (Ottawa).

Next Month: Posting of Supervisor selection poster (mid-December). Development of HR rating guides for both processes. Procurement of any non-location specific assets and equipment to support operations (i.e., PPE, SAR equipment). Information session at Kativik Regional School Board on IRB North and ER Student Recruitment (BH220) Programs on December 13, 2017.

Overall Progress Summary

Senior-level strategic briefings with the Government of Nunavut, Government of Northwest Territories, Kativik Regional Government, Nunavut Impact Review Board, Nunavut Tunngavik Inc. Once confirmed, the selected community will need to be informed prior to any announcement being made. Project-level focus groups have been completed in northern communities, colleges, and recruitment sessions were held at selected universities and colleges, with one session still to be completed in December 2017.

Highlights

Senior-level strategic briefings completed with partner organizations to gain support for the recommended operational location. Community and college consultation sessions completed to highlight the program, its benefits and gain feedback on proposed recruitment approach and materials. Recruitment information sessions completed at selected universities and colleges.

ENGAGEMENT AND CONSULTATION Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome

PARTICIPANTS	Region	DEPTH OF ENGAGEMENT	LOCATION AND VENUE	TYPE	DEPARTMENTAL REPRESENTATIVES	HOST ORGANIZATION	DESCRIPTION	OBJECTIVE	POINTS/CONCERNS/ISSUES RAISED	Target Date (DD/MM/YYYY)	Forecasted/Actual Date (DD/MM/YYYY)	STATUS
Stakeholders	C&A	CONSULT	Iqaluit, NU	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Government of Nunavut on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Government of Nunavut was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Iqaluit, NU (by phone)	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Nunavut Impact Review Board on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Nunavut Impact Review Board was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Iqaluit, NU	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Nunavut Tunngavik Inc. on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Nunavut Tunngavik Inc. was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Via Phone	Advisory Body / Contribution Agreement	Peter Garapick, Julie Gascon	CCG	Senior management discussion with Government of Northwest Territories on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Government of Northwest Territories was generally supportive of the location. Requested additional federal investment, and consideration for future Inshore Rescue Boat stations.	June 19, 2017	June 19, 2017	Completed
Stakeholders	C&A	CONSULT	Via Phone	Advisory Body / Contribution Agreement	Julie Gascon, Harry Chadwick	CCG	Senior management discussion with Nunavut Tunngavik Inc on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Kativik Regional Government was generally supportive of the location. Requested additional federal investment, and consideration for future Inshore Rescue Boat stations.	July 6, 2017	July 6, 2017	Completed
Stakeholders	C&A	INFORM	Via Phone	Education	Julie Gascon	CCG	Senior management discussion with Rankin Inlet Mayor on RAMSARD results.	Provide information on RAMSARD process and advise Mayor James that CCG assets will be arriving in community for storage at DND FOL.	Mayor James understood RAMSARD process, and looks forward to working with CCG on improving maritime SAR response in the region.	September 5, 2017	September 5, 2017	Completed
Indigenous	C&A	CONSULT	Various	Other	Peter Garapick, Mark Gagnon, Various Others	CCG	Arctic SAR Study: each community has been previously engaged during the Arctic SAR study carried out from 2015-2017, which preceded the IRB North project.	Understand local SAR capacity in every Arctic community	Communities were forthcoming with information needed for RAMSARD analysis and generally demonstrated an interest in the maritime SAR system.	April 1, 2017	April 1, 2017	Completed
Indigenous	C&A	CONSULT	Cambridge Bay, NU	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Community focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 10, 2017	October 10, 2017	Completed
Indigenous	C&A	CONSULT	Cambridge Bay, NU	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Student focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 11, 2017	October 11, 2017	Completed
Indigenous	C&A	CONSULT	Inuvik, NT	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Community focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 12, 2017	October 12, 2017	Completed
Indigenous	C&A	CONSULT	Inuvik, NT	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Student focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Aurora College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 13, 2017	October 13, 2017	Completed
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Community focus group in Kuujjuaq, QC on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 17, 2017	October 17, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Student focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Community focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Student focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Fisheries Training Consortium.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Rankin Inlet, NU	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Community focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Session cancelled due to weather. Teleconference option promoted. Will not be rescheduled.	October 23, 2017	October 23, 2017	Completed
Indigenous	C&A	CONSULT	Rankin Inlet, NU	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Student focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Session cancelled due to weather. Teleconference option promoted. Will not be rescheduled.	October 24, 2017	October 24, 2017	Completed
Indigenous	C&A	CONSULT	Teleconference	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Community focus group via teleconference on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 25, 2017	October 25, 2017	Completed
Indigenous	C&A	INFORM	University of Alberta	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Alberta	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Concerns related to inability to confirm location of work, or when this information would be available.	November 20, 2017	November 20, 2017	Completed
Indigenous	C&A	INFORM	University of Saskatchewan	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Saskatchewan	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Concerns related to inability to confirm location of work, or when this information would be available.	November 21, 2017	November 21, 2017	Completed
Indigenous	C&A	INFORM	University of Manitoba	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Manitoba	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	November 22, 2017	November 22, 2017	Completed
Indigenous	C&A	INFORM	Memorial University	Education	Steve Thompson, Riel Warrilow	CCG	Information session: Memorial University	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Recruitment event directly coincided with PM apology to NL Residential School Survivors, and a special screening event being held in nearby auditorium. No attendees for the information session. IRB North information provided to Career Services and Aboriginal Resource Centre, and was positively received.	November 24, 2017	November 24, 2017	Completed
Indigenous	C&A	INFORM	Nunavut Sivuniksavut	Education	Steve Thompson, Peter Garapick, Jean-Sebastian Landry	CCG	Information session: Nunavut Sivuniksavut (Ottawa)	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and instructors was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	November 30, 2017	November 30, 2017	Completed
Indigenous	C&A	INFORM	John Abbott College	Education	Steve Thompson, Peter Garapick, Jean-Sebastian Landry	CCG	Information session: John Abbott College	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and instructors was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	December 1, 2017	December 1, 2017	Completed
Indigenous	C&A	INFORM	Nunavik Sivunitsavut	Education	Steve Thompson	CCG	Information session: Nunavik Sivunitsavut (Montreal)	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	In-Person information session no longer feasible. Program information conveyed to representative from Nunavik Sivunitsavut, and hard-copy promotional material provided.	December 14, 2017	November 24, 2017	Completed
Indigenous	C&A	INFORM	Kativik Regional School Board		Jean-Sébastien Landry, Tanya Tamilio	CCG	Information Session: Kativik Regional School Board	Recruitment sessions at targeted institutions for the IRB station in the North. Proposed to coordinate with ER Student Recruitment Program. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.		December 13, 2017	December 13, 2017	On Track

Target Fiscal Year	Description of Key Output
17/18	Deploy an assessment team in Nunavut during 2017 navigation season to identify a suitable location for the in-shore rescue boat station.
	Conduct a local recruitment drive in Arctic communities – to recruit crew for the new in-shore rescue boat station's 2018 inaugural season.
	Assess and select the most appropriate in-shore rescue boat station location and crewing model to maximize Indigenous participation.
18/19	Conduct recruitment and training of local (Arctic) in-shore rescue boat crews (spring/summer 2018).
	In-shore rescue boat station in the Arctic is fully operational for the 2018 season.
19/20	N/A
20/21	N/A
21/22	N/A

Key Outputs
Inshore Rescue Boat North (IRB)

Key Outputs Health Indicator

Dept. Responsible for Output	% Completed	Status
CCG	100%	Completed
CCG	50%	Attention Required
CCG	50%	Off Track
CCG	15%	Attention Required
CCG	0%	Remediation Required
CCG	N/A	N/A
CCG	N/A	N/A
CCG	N/A	N/A

Off Track
Comments / Issues / Concerns
Community SAR assessments were completed for all Arctic Coastal communities (44 in total), less Sanikiluaq, NU (due to weather).
Consultation sessions completed. Crewmember selection process is live, using generic poster (Closing date: January 12, 2018). Supervisor process to be available by mid-December. Recruitment risk will increase with time, if no location is specified.
Crewing model established (46.6 SAR stand-by on 14-day cycle). Awaiting confirmation of location by senior management.
Official recruitment sessions have been completed at selected southern colleges/universities, and interest was also gauged during northern community and college focus groups. Recruitment risk will increase with time, if no location is specified.
Operational status is linked to location confirmation.
N/A
N/A
N/A

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Overall Project Health and Project Schedule Indicators		
ng	Definition	Potential
Started	This rating indicates that the project/milestone has not started to progress.	N/A
rack	This rating indicates that the project is progressing without any major issues. Select this option if financial and hiring is progressing as planned (or close to), and milestone completion isn't facing any direct issues or challenges.	N/A
ntion uired	This rating indicates that there is a potential issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) are either within the control of the Project Manager to mitigate/remediate, or if they are not fully known.	This selec potential PMO.
ediation uired	This rating indicates that there is clear and immediate issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) require intervention through senior management.	This selec discussio related if Committe
rack	This rating indicates that the project will not be able to meet its commitments (milestone, financial or hiring) for the current fiscal year. Select this rating when the progress will fall significantly short of commitments.	This selec attention the respe Steering (
pleted	This rating indicates that the Sub-Initiative has been completed.	N/A

Follow-up Triggered
:tion will flag the project for alert and ly closer monitoring through the OPP
:tion will flag the project for n through the OPP PMO and f governance groups (OPP Steering ee, etc.)
:tion will flag the project for direct , discussion, and intervention through :ctive governance groups (OPP Committee, etc.).

Month	Has the Initiative / Sub-initiative been formally announced already?
TBD	No
November	No
November	No
November	No
November	No
November	No
November	No
December	No
December	No
January	No
February	No
April	No
June	No

Recommended Announcement
Announcement of station location, once validated. Timing TBD.
Crewmember selection poster is available as of November 20, 2017.
Recruitment information session is being held at the University of Alberta on November 20, 2017.
Recruitment information session is being held at the University of Saskatchewan on November 21, 2017.
Recruitment information session is being held at the University of Manitoba on November 22, 2017.
Recruitment information session is being held at the Memorial University on November 24, 2017.
Recruitment information session is being held at the Nunavut Sivuniksavut on November 30, 2017.
Recruitment information session is being held at the John Abbott College on December 1, 2017.
Recruitment information session is being held at the Nunavik Sivunitsavut in December, 2017. Exact date TBD.
Reminder: Last day to apply to the Inshore Rescue Boat North crewmember competition is January 12, 2018.
Interviews underway to select crewmembers for the Inshore Rescue Boat North.
Commencement of Inshore Rescue Boat crewmember training for inaugural crew. Training will be held in Great Lakes sector, with site-specific training at station location.
Planned commencement of on-site operations of Inshore Rescue Boat North.

Potential/Upcoming Announcem

Inshore Rescue Boat North (IRB)

Proposed Type of Announcement (FOR DFO COMMS)
Event completed
Event completed
Event completed
Event completed
Event completed
Event completed
Event completed

ents

Would other departments will be involved in announcement - who?
No
No
No
No
No
No
No
No
No
No
No
No
No

Project Manager	Project Code
Peter Garapick	**8H310**
Peter Garapick	**8H310**
Peter Garapick	**8H310**
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Risks Details - Top 5 Project Risks

Overall Risk Status | G

Project Risk Registry EKME #: ______________________

Project Risk Registry Updated this Period?:

Risk 1		
	Risk Category	Governance
	Risk Statement	If the recommended location put forth by the CCG for the station location is not chosen by the Minister DFO, or not chosen in a timely manner, then delays in project planning and implementation can be expected.
	Impact	4. High
	Likelihood	4. Likely
	Response	**Accept**
	Response Strategy	Until the location is confirmed, the project team will continue planning operations without a specified location. No mitigation will occur. If the recommended location is not chosen, the risk will be accepted, and the project team will adapt accordingly.

Risk 2		
	Risk Category	Engagement
	Risk Statement	If the location for the project continues to remain unknown, then the risk to recruiting suitable and qualified candidates will increase with time.
	Impact	4. High
	Likelihood	4. Likely
	Response	**Mitigate**
	Response Strategy	Mitigate increasing risk levels by continuing with engagement meetings and focus groups to promote the initiative, and gain feedback on the proposed selection approach. However, the longer this occurs, the less mitigation may be possible. As all planned engagement meetings have been completed, and the crewmember selection poster closes on January 12, 2018, the liklihood has been increased to 'likely'.

Risk 3		
	Risk Category	Capacity
	Risk Statement	If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements (and their associated implementation plans), then the incompleteness of this information may negatively impact the project objectives timeline.
	Impact	3. Medium
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	During the early project implementation stage, identify a stakeholder assessment matrix, along with communication and engagement plan for internal stakeholders (DFO-CCG and OGDs) and external stakeholders (Indigenous Peoples, governments and communities).

Risk 4		
	Risk Category	Capacity
	Risk Statement	If unfavourable Arctic environmental (e.g. extreme weather, prolonged winter conditions, early summer) conditions occur, then there may be negative impacts to project. Reliance on shipping/transport, deferred construction and delayed installation of equipment (i.e., delays to the project timeline) could be expected.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	Using alternate transportation methods available via OGD or commercial sources.

Risk 5		
	Risk Category	Procurement
	Risk Statement	If there is a failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, then this would significantly delay the project timeline.
	Impact	4. High
	Likelihood	2. Unlikely
	Response	**Mitigate**
	Response Strategy	This is unlikely to happen given the relationship with the Governments of Nunavut, Northwest Territories and Kativik Regional Government. Community consultation will be required within the selected community.

Overall Risk Status

Rating	Definition
Green	Indicates project is on track. The risks are not expected to impact the other metrics or overall business outcomes.
Yellow	Indicates some course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.
Red	Indicates that significant course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.

Figure 1: Impact Risk Criteria

Impact Score	Definition
5. Extreme	A major event that may lead to disastrous consequences for achieving project objectives and require the organization to make a large scale, major adjustment to the project
4. High	A critical event that with proper management attention can be addressed by the organization
3. Medium	An significant event with consequences that could lead to substantial review or changed ways of operation but that can be managed under normal circumstances by the organization to minimize the impact
2. Low	An event that can be absorbed but management effort is required to minimize the impact
1. Negligible	An event with consequences that can be absorbed through normal activity

Figure 2: Likelihood Risk Criteria

Likelihood Score	Probability	Experience/Observed Frequency
5. Almost Certain	More than 95%	Occurs regularly here.
4. Likely	76 – 95%	Has occurred here more than once, or is occurring to others in similar circumstances.
3. Moderate	25 – 75%	Has occurred here before, or has been observed in similar circumstances.
2. Unlikely	5 – 24%	Has occurred infrequently before to others in similar circumstances, but not here.
1. Rare	Less than 5%	Almost never observed - may occur only in exceptional circumstances.

Figure 3: Heat Map - Matrix of Possible Risk Scores or Index Values

Impact					
5. Extreme	5	10	15	20	25
4. High	4	8	12	16	20
3. Medium	3	6	9	12	15
2. Low	2	4	6	8	10
1. Negligible	1	2	3	4	5
	1. Rare	2. Unlikely	3. Moderate	4. Likely	5. Almost Certain

Likelihood

The risks associated with the project are ranked according to their Risk Index/Score. Based on this index, specific actions may be taken, as presented in Table 4

Figure 4: Level of Required Management Attention, by Risk Index Score

Risk Index	Overall Level	Descriptor	Actions
15 to 25	RED	Unacceptable	• Requires immediate and continuous treatment until the risk is removed or can be downgraded. • Upon discovery, must be reported immediately through the chain-of-command to the Project Leader. • The status of all unresolved unacceptable risks shall be reported to the Project Leader at intervals not exceeding 2 weeks. The Project Leader shall report risks upwards through the chain of command, as appropriate.
5 to 12	YELLOW	Undesirable	• Best efforts, within available resource envelope, to be applied in order to remove or mitigate risk. • Status of all unresolved undesirable risks is to be reported to Project Leader at intervals not to exceed one month.
1 to 4	GREEN	Acceptable with Review	• Must be monitored to ensure that issues do not escalate. • To be prosecuted only if surplus capacity and resources exist. • No set reporting requirements beyond visibility in Project Risk Register.

Risk Response	Description
Treat/Mitigate	Mitigate risk by reducing impact and/or likelihood of a threat - a negative risk event.
Tolerate/Accept	Tolerate the risk where it is the only reasonable course of action, or if the cost of taking any action is prohibitive.
Transfer	Transfer the risk by completely transferring or partially sharing exposure or strategy with parts of the organization or other organizations.
Terminate/Avoid	In certain circumstances, the risk may jeopardize the reputation or even the existence of the entity. The activity then may need to be terminated to eliminate the risk in its entirety.

CLOSED Issues Log

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome
August 11, 2017	Documented confirmation of the recommended location is required.	Project requires formal confirmation by September 26 as Surplus interim truck proceeding to Rankin Inlet and set to arrive Sept. 9, and SAR vessel arriving on September 26. Sufficient time for engagement with local hamlet prior to arrival of equipment is required.	Sep-17	CCG HQ	Yes	Senior Management Direction Obtained
May 31, 2017	Several activities are on hold awaiting formal confirmation of location of choice (Rankin Inlet). Causing a strain on project schedule.	Geotechnical surveys required before ground freezes in Fall 2017. Several briefing notes have been produced to several Senior Management offices in CCG and DFO. Documented confirmation of location of choice has not formally been approved. CCG C&A continues to work with the DFO Minister's Office via CCG HQ	Aug-17	CCG HQ	**Yes**	Senior Management Direction Obtained

Tombstone Data

Pillar	State of the Art Marine Safety System
Initiative	On-Water Presence and Response Capacity
Project Title	Inshore Rescue Boat North (IRB)
Project Code	8H310
Project Location	Nunavut, Northwest Territories or Nunavik
Project Start Date	April 1, 2017
Project End Date	March 31, 2022
National PM	Peter Garapick, C&A Superintendent SAR
ATL Regional PM	
CA Regional PM	Peter Garapick, C&A Superintendent SAR
WEST Regional PM	
Project Director:	Marc-André Meunier
Project Lead:	James Forsythe
Project Sponsor:	Julie Gascon
Joint Initiative	
Department Lead:	DFO - CCG
Departments Involved:	PSPC, RCMP, DND (RCAF, Canadian Rangers)
Contact Name:	
Groups	
Indigenous:	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of chosen location
Industry:	and Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solu
Client Groups:	Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety
Provinces of Delivery:	Nunavut, Northwest Territories or Nunavik
Shared Outcome:	Enhanced federal monitoring, coordination and on-water response capacity

Deroon, Lisa

From:	Thompson, Steve A
Sent:	December 8, 2017 7:07 PM
To:	Garapick, Peter
Cc:	Young, Carol; Di Patria, Lorie-Ann
Subject:	RE: Funding for IRB-North Interviewee Travel

s.19(1)

Good evening all,

Just checking to see whether anyone heard anything back from Brenda on the G&C's for the IRB North interviewee travel. If not, Peter can you follow up on Monday (assuming you don't have an answer on this already).

Ask: ~$40-50k G&C to cover candidate travel for interviews, and to a centralized location(s) for medicals.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Garapick, Peter
Sent: November-29-17 8:18 AM
To: Boudreau, Brenda
Cc: Thompson, Steve A; Young, Carol
Subject: Re: Funding for IRB-North Interviewee Travel

Averaging.... $1750-2000 a candidate. Possibly 20 candidates. Month of February.

Peter Garapick
Superintendent, Arctic Search and Rescue
Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552

From: Boudreau, Brenda
Sent: Wednesday, November 29, 2017 08:15
To: Garapick, Peter
Cc: Thompson, Steve A; Young, Carol
Subject: RE: Funding for IRB-North Interviewee Travel

I guess my question was buried in my response. Can you give me a ballpark figure of what each travel would cost so we can look at the option of G&Cs at the same time? When would you expect candidates to start travelling?

Thanks
Brenda

s.19(1)

From: Garapick, Peter
Sent: November-29-17 8:07 AM
To: Boudreau, Brenda
Cc: Thompson, Steve A; Young, Carol
Subject: Re: Funding for IRB-North Interviewee Travel

Perfect. Thanks.

Peter Garapick
Superintendent, Arctic Search and Rescue
Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552

From: Boudreau, Brenda
Sent: Wednesday, November 29, 2017 07:57
To: Garapick, Peter
Cc: Thompson, Steve A; Young, Carol
Subject: RE: Funding for IRB-North Interviewee Travel

My understanding is that what Carol says is correct but I will reconfirm and get back to you.

Will need to do more research on the G&C side as well what would be reasonable as a per candidate rate for travel so we have sense of an "up to" limit. Will also need to validate that the DFO vehicle we have access to covers this activity.

Thanks
Brenda

From: Garapick, Peter
Sent: November-29-17 7:49 AM
To: Boudreau, Brenda
Cc: Thompson, Steve A; Young, Carol
Subject: Re: Funding for IRB-North Interviewee Travel

Brenda, your first question is my first question - can O&M be used to bring 1 to maybe 25 candidates from small communities to central ones? Carol said that they did that as a one off in the past in ITS and treated the individual as a vendor;k however, the person had to pay for travel and then get reimbursed. We canot expect our candidates to perhaps afford to pay for arctic travel costs upfront and wait 30 days after submittimg. Can O&M be used to pay for travel for a non-employee upfront?

If O&M cannot work either way above, then is it G&C's that we could simply pay for travel for a candidate for an interview?

Peter Garapick
Superintendent, Arctic Search and Rescue
Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552

From: Boudreau, Brenda
Sent: Tuesday, November 28, 2017 20:15
To: Garapick, Peter
Cc: Thompson, Steve A; Young, Carol
Subject: RE: Funding for IRB-North Interviewee Travel

What type of funding are you looking for ? O&M – not a problem, G&Cs a little more challenging. If G&Cs do you have a sense of what we might be looking at as a requirement ?

Thanks
Brenda

From: Garapick, Peter
Sent: November-28-17 4:32 PM
To: Boudreau, Brenda
Cc: Thompson, Steve A; Young, Carol
Subject: Funding for IRB-North Interviewee Travel

Brenda, if we need to have interviewees / candidates for IRB-North travel from isolated hamlets to Iqaluit or Cam Bay etc, how can we pay their travel?

Peter Garapick
Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

Deroon, Lisa

From:	Thompson, Steve A
Sent:	December 8, 2017 12:09 PM
To:	CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Cc:	Garapick, Peter; Meunier, Marc-André; Forsythe, James; Gascon, Julie; Chadwick, Harry; Mazerolle, Michelle
Subject:	Project Progress Report (P9) - 8H310 - IRB North
Attachments:	P9-PPR-8H310-Inshore Rescue Boat North (IRB).xls

Good afternoon,

As requested, please find attached the completed P9 Project Progress Report for OPP Project 8H310 – IRB North.

Please note that on the 'Engagement and Consultation' tab, cell E58 is locked. It should read 'Education'.

Thank you,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Financial Summary - Details

Project Budget Status G

Forecast VS YTD EncumbrancesTable

Period	P7- 17/18	P8 - 17/18	P9- 17/18	P10 - 17/18	P11 - 17/18
Forecast	$1,653,001.00	$1,653,001.00	$1,138,758.00	$0.00	$0.00
YTD Encumbrances	$1,553,804.00	$1,589,587.00	$489,346.00	$0.00	$0.00

Project Status Indicators	
	Budget (TEC)
G	+ 0 to 10%
Y	+11 to 20%
R	> 20%

Financial Summary and justifications if required:$6.5M has been loaned to Coast Guard and repaid next fiscal. $300K of minor capital is to be transferred to O&M to cover costs of land surveys and assessments
Transfer salary budget to student to cover costs, gain 20% EBP.

Abacus Financial Extraction - Pre-Populated from OPP Finance Team - Project Managers must confirm Forecast **Date of Extraction:**

Responsibility Centre	Allotment	Current Budget (1)	Planned Transfers (2)	Adjusted Budget (3) = 2 + 1	Expenditures (4)	Obligations (5)	Commitments (6)	Total Encumbrances (7)	Free Balance (8) = 3 - 7	Forecast (9)	Surplus / Deficit (10) = 3 - 9
C9A47	110	160,523	-	160,523	66,474	44,523	-	110,997	$49,526.00	169,536	$9,013.00
H9902	110	6,241		6,241				-	$6,241.00	6,241	$0.00
C9A47	118	15,478	-	15,478	14,327	-	-	14,327	$1,151.00	15,478	$0.00
C9A47	120	502,000	(345,000)	157,000	108,598	49,564	25,100	183,262	$26,262.00	423,484	$266,484.00
H9902	120	-	345,000	345,000	-	-	-	-	$345,000.00	-	$345,000.00
C9A47	280	975,000	-	975,000	-	32,858	147,902	180,760	$794,240.00	524,019	$450,981.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
				-				-	$0.00		$0.00
Project Total		**$1,659,242.00**	**$0.00**	**$1,659,242.00**	**$189,399.00**	**$126,945.00**	**$173,002.00**	**$489,346.00**	**$1,169,896.00**	**$1,138,758.00**	**$520,484.00**
Vote 1		$684,242.00	$0.00	$684,242.00	$189,399.00	$94,087.00	$25,100.00	$308,586.00	$375,656.00	$614,739.00	$69,503.00
Vote 5		$975,000.00	$0.00	$975,000.00	$0.00	$32,858.00	$147,902.00	$180,760.00	$794,240.00	$524,019.00	$450,981.00
Vote 10		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Key Milestones and Deliverables for Engagement and Consultation

Engagement / Consultation Health Indicator — On Track

Past Month's Accomplishments and Next Month Activities:

Past Month: Crewmember selection process underway (closing date January 12, 2018). Hard copy promotional material and applications sent to all northern colleges, hamlets, various government and Inuit organization contacts, and to selected southern colleges / universities. Recruitment information sessions were completed at University of Alberta, University of Saskatchewan, University of Manitoba, Memorial University, John Abbott College, and Nunavut Sivuniksavut (Ottawa).

Next Month: Posting of Supervisor selection poster (mid-December). Development of HR rating guides for both processes. Procurement of any non-location specific assets and equipment to support operations (i.e., PPE, SAR equipment). Information session at Kativik Regional School Board on IRB North and ER Student Recruitment (8H220) Programs on December 13, 2017.

Overall Progress Summary

Senior-level strategic briefings with the Government of Nunavut, Government of Northwest Territories, Kativik Regional Government, Nunavut Impact Review Board, Nunavut Tunngavik Inc. Once confirmed, the selected community will need to be informed prior to any announcement being made. Project-level focus groups have been completed in northern communities, colleges, and recruitment sessions were held at selected universities and colleges, with one session still to be completed in December 2017.

Highlights

Senior-level strategic briefings completed with partner organizations to gain support for the recommended operational location. Community and college consultation sessions completed to highlight the program, its benefits and gain feedback on proposed recruitment approach and materials. Recruitment information sessions completed at selected universities and colleges.

ENGAGEMENT AND CONSULTATION Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome

PARTICIPANTS	Region	DEPTH OF ENGAGEMENT	LOCATION AND VENUE	TYPE	DEPARTMENTAL REPRESENTATIVES	HOST ORGANIZATION	DESCRIPTION	OBJECTIVE	POINTS/CONCERNS/ISSUES RAISED	Target Date (DD/MM/YYYY)	Forecasted/Actual Date (DD/MM/YYYY)	STATUS
Stakeholders	C&A	CONSULT	Iqaluit, NU	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Government of Nunavut on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Government of Nunavut was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Iqaluit, NU (by phone)	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Nunavut Impact Review Board on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Nunavut Impact Review Board was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Iqaluit, NU	Advisory Body / Contribution Agreement	Peter Garapick, Steve Thompson, Harry Chadwick	CCG	Senior management discussion with Nunavut Tunngavik Inc. on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Nunavut Tunngavik Inc. was supportive of the location. No additional points raised.	June 6, 2017	June 6, 2017	Completed
Stakeholders	C&A	CONSULT	Via Phone	Advisory Body / Contribution Agreement	Peter Garapick, Julie Gascon	CCG	Senior management discussion with Government of Northwest Territories on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Government of Northwest Territories was generally supportive of the location. Requested additional federal investment, and consideration for future Inshore Rescue Boat stations.	June 19, 2017	June 19, 2017	Completed
Stakeholders	C&A	CONSULT	Via Phone	Advisory Body / Contribution Agreement	Julie Gascon, Harry Chadwick	CCG	Senior management discussion with Nunavut Tunngavik Inc on proposed location of Inshore Rescue Boat North.	Gain support for recommended location for Inshore Rescue Boat North.	Kativik Regional Government was generally supportive of the location. Requested additional federal investment, and consideration for future Inshore Rescue Boat stations.	July 6, 2017	July 6, 2017	Completed
Stakeholders	C&A	INFORM	Via Phone	Education	Julie Gascon	CCG	Senior management discussion with Rankin Inlet Mayor on RAMSARD results.	Provide information on RAMSARD process and advise Mayor James that CCG assets will be arriving in community for storage at DND FOL.	Mayor James understood RAMSARD process, and looks forward to working with CCG on improving maritime SAR response in the region.	September 5, 2017	September 5, 2017	Completed
Indigenous	C&A	CONSULT	Various	Other	Peter Garapick, Mark Gagnon, Various Others	CCG	Arctic SAR Study: each community has been previously engaged during the Arctic SAR study carried out from 2015-2017, which preceded the IRB North project.	Understand local SAR capacity in every Arctic community	Communities were forthcoming with information needed for RAMSARD analysis and generally demonstrated an interest in the maritime SAR system.	April 1, 2017	April 1, 2017	Completed
Indigenous	C&A	CONSULT	Cambridge Bay, NU	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Community focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 10, 2017	October 10, 2017	Completed
Indigenous	C&A	CONSULT	Cambridge Bay, NU	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Student focus group in Cambridge Bay, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 11, 2017	October 11, 2017	Completed
Indigenous	C&A	CONSULT	Inuvik, NT	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Community focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 12, 2017	October 12, 2017	Completed
Indigenous	C&A	CONSULT	Inuvik, NT	Call for input	Steve Thompson, Hilary Prince, Nathan Rolandson	CCG	Student focus group in Inuvik, NT on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Aurora College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 13, 2017	October 13, 2017	Completed
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Community focus group in Kuujjuaq, QC on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 17, 2017	October 17, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Student focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Community focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Iqaluit, NU	Call for input	Steve Thompson, Meghan Marsaw, Jayson Briscoe, Nathan Rolandson	CCG	Student focus group in Iqaluit, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Proposed Venue: Nunavut Fisheries Training Consortium.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 18, 2017	October 18, 2017	Completed
Indigenous	C&A	CONSULT	Rankin Inlet, NU	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Community focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Session cancelled due to weather. Teleconference option promoted. Will not be rescheduled.	October 23, 2017	October 23, 2017	Completed
Indigenous	C&A	CONSULT	Rankin Inlet, NU	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Student focus group in Rankin Inlet, NU on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted. Venue: Nunavut Arctic College.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Session cancelled due to weather. Teleconference option promoted. Will not be rescheduled.	October 24, 2017	October 24, 2017	Completed
Indigenous	C&A	CONSULT	Teleconference	Call for input	Peter Garapick, Steve Thompson, Rachelle Smith	CCG	Community focus group via teleconference on IRB North Project. Provide known highlights of the program, benefits while gaining feedback on proposed selection approach. Timelines (selection and operational) promoted.	Continued engagement planned via focus groups highlighting the IRB North program, its benefits and gaining feedback on proposed recruitment approach and materials.	Feedback provided on operational approach, selection materials and method of promotion. This will be used to refine materials prior to dissemination.	October 25, 2017	October 25, 2017	Completed
Indigenous	C&A	INFORM	University of Alberta	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Alberta	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Concerns related to inability to confirm location of work, or when this information would be available.	November 20, 2017	November 20, 2017	Completed
Indigenous	C&A	INFORM	University of Saskatchewan	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Saskatchewan	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Concerns related to inability to confirm location of work, or when this information would be available.	November 21, 2017	November 21, 2017	Completed
Indigenous	C&A	INFORM	University of Manitoba	Education	Steve Thompson, Riel Warrilow	CCG	Information session: University of Manitoba	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and Career Services was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	November 22, 2017	November 22, 2017	Completed
Indigenous	C&A	INFORM	Memorial University	Education	Steve Thompson, Riel Warrilow	CCG	Information session: Memorial University	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Recruitment event directly coincided with PM apology to NL Residential School Survivors, and a special screening event being held in nearby auditorium. No attendees for the information session.IRB North information provided to Career Services and Aboriginal Resource Centre, and was positively received.	November 24, 2017	November 24, 2017	Completed
Indigenous	C&A	INFORM	Nunavut Sivuniksavut	Education	Steve Thompson, Peter Garapick, Jean-Sebastian Landry	CCG	Information session: Nunavut Sivuniksavut (Ottawa)	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and instructors was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	November 30, 2017	November 30, 2017	Completed
Indigenous	C&A	INFORM	John Abbott College	Education	Steve Thompson, Peter Garapick, Jean-Sebastian Landry	CCG	Information session: John Abbott College	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	Feedback from attendees and instructors was generally positive. Any concerns were related to inability to confirm location of work, or when this information would be available.	December 1, 2017	December 1, 2017	Completed
Indigenous	C&A	INFORM	Nunavik Sivunitsavut	Education	Steve Thompson	CCG	Information session: Nunavik Sivunitsavut (Montreal)	Recruitment sessions at targeted universities for the IRB station in the North. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.	In-Person information session no longer feasible. Program information conveyed to representative from Nunavik Sivunitsavut, and hard-copy promotional material provided.	December 14, 2017	November 24, 2017	Completed
Indigenous	C&A	INFORM	Kativik Regional School Board		Jean-Sébastien Landry, Tanya Tamilio	CCG	Information Session: Kativik Regional School Board	Recruitment sessions at targeted institutions for the IRB station in the North. Proposed to coordinate with ER Student Recruitment Program. This approach will complement the engagement and promotion sessions that are occurring / have occurred in five northern Indigenous Nations.		December 13, 2017	December 13, 2017	On Track

Target Fiscal Year	Description of Key Output
17/18	Deploy an assessment team in Nunavut during 2017 navigation season to identify a suitable location for the in-shore rescue boat station.
	Conduct a local recruitment drive in Arctic communities – to recruit crew for the new in-shore rescue boat station's 2018 inaugural season.
	Assess and select the most appropriate in-shore rescue boat station location and crewing model to maximize Indigenous participation.
18/19	Conduct recruitment and training of local (Arctic) in-shore rescue boat crews (spring/summer 2018).
	In-shore rescue boat station in the Arctic is fully operational for the 2018 season.
19/20	N/A
20/21	N/A
21/22	N/A

Key Outputs
Inshore Rescue Boat North (IRB)

Key Outputs Health Indicator

Dept. Responsible for Output	% Completed	Status
CCG	100%	Completed
CCG	50%	Attention Required
CCG	50%	Off Track
CCG	15%	Attention Required
CCG	0%	Remediation Required
CCG	N/A	N/A
CCG	N/A	N/A
CCG	N/A	N/A

Off Track
Comments / Issues / Concerns
Community SAR assessments were completed for all Arctic Coastal communities (44 in total), less Sanikiluaq, NU (due to weather).
Consultation sessions completed. Crewmember selection process is live, using generic poster (Closing date: January 12, 2018). Supervisor process to be available by mid-December. Recruitment risk will increase with time, if no location is specified.
Crewing model established (46.6 SAR stand-by on 14-day cycle). Awaiting confirmation of location by senior management.
Official recruitment sessions have been completed at selected southern colleges/universities, and interest was also gauged during northern community and college focus groups. Recruitment risk will increase with time, if no location is specified.
Operational status is linked to location confirmation.
N/A
N/A
N/A

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Overall Project Health and Project Schedule Indicators

ng	Definition	Potential
Started	This rating indicates that the project/milestone has not started to progress.	N/A
Track	This rating indicates that the project is progressing without any major issues. Select this option if financial and hiring is progressing as planned (or close to), and milestone completion isn't facing any direct issues or challenges.	N/A
ntion uired	This rating indicates that there is a potential issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) are either within the control of the Project Manager to mitigate/remediate, or if they are not fully known.	This selec potential PMO.
ediation uired	This rating indicates that there is clear and immediate issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) require intervention through senior management.	This selec discussio related if Committe
Track	This rating indicates that the project will not be able to meet its commitments (milestone, financial or hiring) for the current fiscal year. Select this rating when the progress will fall significantly short of commitments.	This selec attention the respe Steering (
pleted	This rating indicates that the Sub-Initiative has been completed.	N/A

Follow-up Triggered
:tion will flag the project for alert and ly closer monitoring through the OPP
:tion will flag the project for n through the OPP PMO and f governance groups (OPP Steering ee, etc.)
:tion will flag the project for direct , discussion, and intervention through :ctive governance groups (OPP Committee, etc.).

Month	Has the Initiative / Sub-initiative been formally announced already?
TBD	No
November	No
November	No
November	No
November	No
November	No
November	No
December	No
December	No
January	No
February	No
April	No
June	No

Recommended Announcement
Announcement of station location, once validated. Timing TBD.
Crewmember selection poster is available as of November 20, 2017.
Recruitment information session is being held at the University of Alberta on November 20, 2017.
Recruitment information session is being held at the University of Saskatchewan on November 21, 2017.
Recruitment information session is being held at the University of Manitoba on November 22, 2017.
Recruitment information session is being held at the Memorial University on November 24, 2017.
Recruitment information session is being held at the Nunavut Sivuniksavut on November 30, 2017.
Recruitment information session is being held at the John Abbott College on December 1, 2017.
Recruitment information session is being held at the Nunavik Sivunitsavut in December, 2017. Exact date TBD.
Reminder: Last day to apply to the Inshore Rescue Boat North crewmember competition is January 12, 2018.
Interviews underway to select crewmembers for the Inshore Rescue Boat North.
Commencement of Inshore Rescue Boat crewmember training for inaugural crew. Training will be held in Great Lakes sector, with site-specific training at station location.
Planned commencement of on-site operations of Inshore Rescue Boat North.

Potential/Upcoming Announcem

Inshore Rescue Boat North (IRB)

Proposed Type of Announcement (FOR DFO COMMS)
Event completed
Event completed
Event completed
Event completed
Event completed
Event completed
Event completed

Risks Details - Top 5 Project Risks

Overall Risk Status | G

Project Risk Registry EKME #: ____________________

Risk 1	Risk Category	Governance
	Risk Statement	If the recommended location put forth by the CCG for the station location is not chosen by the Minister DFO, or not chosen in a timely manner, then delays in project planning and implementation can be expected.
	Impact	4. High
	Likelihood	4. Likely
	Response	**Accept**
	Response Strategy	Until the location is confirmed, the project team will continue planning operations without a specified location. No mitigation will occur. If the recommended location is not chosen, the risk will be accepted, and the project team will adapt accordingly.

Risk 2	Risk Category	Engagement
	Risk Statement	If the location for the project continues to remain unknown, then the risk to recruiting suitable and qualified candidates will increase with time.
	Impact	4. High
	Likelihood	4. Likely
	Response	**Mitigate**
	Response Strategy	Mitigate increasing risk levels by continuing with engagement meetings and focus groups to promote the initiative, and gain feedback on the proposed selection approach. However, the longer this occurs, the less mitigation may be possible. As all planned engagement meetings have been completed, and the crewmember selection poster closes on January 12, 2018, the liklihood has been increased to 'likely'.

Risk 3	Risk Category	Capacity
	Risk Statement	If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements (and their associated implementation plans), then the incompleteness of this information may negatively impact the project objectives timeline.
	Impact	3. Medium
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	During the early project implementation stage, identify a stakeholder assessment matrix, along with communication and engagement plan for internal stakeholders (DFO-CCG and OGDs) and external stakeholders (Indigenous Peoples, governments and communities).

Risk 4	Risk Category	Capacity
	Risk Statement	If unfavourable Arctic environmental (e.g. extreme weather, prolonged winter conditions, early summer) conditions occur, then there may be negative impacts to project. Reliance on shipping/transport, deferred construction and delayed installation of equipment (i.e., delays to the project timeline) could be expected.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	Using alternate transportation methods available via OGD or commercial sources.

Risk 5	Risk Category	Procurement
	Risk Statement	If there is a failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, then this would significantly delay the project timeline.
	Impact	4. High
	Likelihood	2. Unlikely
	Response	**Mitigate**
	Response Strategy	This is unlikely to happen given the relationship with the Governments of Nunavut, Northwest Territories and Kativik Regional Government. Community consultation will be required within the selected community.

Project Risk Registry Updated this Period?:

Overall Risk Status

Rating	Definition
Green	Indicates project is on track. The risks are not expected to impact the other metrics or overall business outcomes.
Yellow	Indicates some course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.
Red	Indicates that significant course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.

Figure 1: Impact Risk Criteria

Impact Score	Definition
5. Extreme	A major event that may lead to disastrous consequences for achieving project objectives and require the organization to make a large scale, major adjustment to the project
4. High	A critical event that with proper management attention can be addressed by the organization
3. Medium	An significant event with consequences that could lead to substantial review or changed ways of operation but that can be managed under normal circumstances by the organization to minimize the impact
2. Low	An event that can be absorbed but management effort is required to minimize the impact
1. Negligible	An event with consequences that can be absorbed through normal activity

Figure 2: Likelihood Risk Criteria

Likelihood Score	Probability	Experience/Observed Frequency
5. Almost Certain	More than 95%	Occurs regularly here.
4. Likely	76 – 95%	Has occurred here more than once, or is occurring to others in similar circumstances.
3. Moderate	25 – 75%	Has occurred here before, or has been observed in similar circumstances.
2. Unlikely	5 – 24%	Has occurred infrequently before to others in similar circumstances, but not here.
1. Rare	Less than 5%	Almost never observed - may occur only in exceptional circumstances.

Figure 3: Heat Map - Matrix of Possible Risk Scores or Index Values

Impact	1. Rare	2. Unlikely	3. Moderate	4. Likely	5. Almost Certain
5. Extreme	5	10	15	20	25
4. High	4	8	12	16	20
3. Medium	3	6	9	12	15
2. Low	2	4	6	8	10
1. Negligible	1	2	3	4	5

Likelihood

The risks associated with the project are ranked according to their Risk Index/Score. Based on this index, specific actions may be taken, as presented in Table 4.

Figure 4: Level of Required Management Attention, by Risk Index Score

Risk Index	Overall Level	Descriptor	Actions
15 to 25	RED	Unacceptable	• Requires immediate and continuous treatment until the risk is removed or can be downgraded. • Upon discovery, must be reported immediately through the chain-of-command to the Project Leader. • The status of all unresolved unacceptable risks shall be reported to the Project Leader at intervals not exceeding 2 weeks. The Project Leader shall report risks upwards through the chain of command, as appropriate.
5 to 12	YELLOW	Undesirable	• Best efforts, within available resource envelope, to be applied in order to remove or mitigate risk. • Status of all unresolved undesirable risks is to be reported to Project Leader at intervals not to exceed one month.
1 to 4	GREEN	Acceptable with Review	• Must be monitored to ensure that issues do not escalate. • To be prosecuted only if surplus capacity and resources exist. • No set reporting requirements beyond visibility in Project Risk Register.

Risk Response	Description
Treat/Mitigate	Mitigate risk by reducing impact and/or likelihood of a threat - a negative risk event.
Tolerate/Accept	Tolerate the risk where it is the only reasonable course of action, or if the cost of taking any action is prohibitive.
Transfer	Transfer the risk by completely transferring or partially sharing exposure or strategy with parts of the organization or other organizations.
Terminate/Avoid	In certain circumstances, the risk may jeopardize the reputation or even the existence of the entity. The activity then may need to be terminated to eliminate the risk in its entirety.

CLOSED Issues Log

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome
August 11, 2017	Documented confirmation of the recommended location is required.	Project requires formal confirmation by September 26 as Surplus interim truck proceeding to Rankin Inlet and set to arrive Sept. 9, and SAR vessel arriving on September 26. Sufficient time for engagement with local hamlet prior to arrival of equipment is required.	Sep-17	CCG HQ	Yes	Senior Management Direction Obtained
May 31, 2017	Several activities are on hold awaiting formal confirmation of location of choice (Rankin Inlet). Causing a strain on project schedule.	Geotechnical surveys required before ground freezes in Fall 2017. Several briefing notes have been produced to several Senior Management offices in CCG and DFO. Documented confirmation of location of choice has not formally been approved. CCG C&A continues to work with the DFO Minister's Office via CCG HQ	Aug-17	CCG HQ	**Yes**	Senior Management Direction Obtained

Tombstone Data

Pillar	State of the Art Marine Safety System
Initiative	On-Water Presence and Response Capacity
Project Title	Inshore Rescue Boat North (IRB)
Project Code	8H310
Project Location	Nunavut, Northwest Territories or Nunavik
Project Start Date	April 1, 2017
Project End Date	March 31, 2022
National PM	Peter Garapick, C&A Superintendent SAR
ATL Regional PM	
CA Regional PM	Peter Garapick, C&A Superintendent SAR
WEST Regional PM	
Project Director:	Marc-André Meunier
Project Lead:	James Forsythe
Project Sponsor:	Julie Gascon
Joint Initiative	
Department Lead:	DFO - CCG
Departments Involved:	PSPC, RCMP, DND (RCAF, Canadian Rangers)
Contact Name:	
Groups	
Indigenous:	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of chosen location
Industry:	and Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solu
Client Groups:	Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety
Provinces of Delivery:	Nunavut, Northwest Territories or Nunavik
Shared Outcome:	Enhanced federal monitoring, coordination and on-water response capacity

Sub-Initiative Title	Six new SAR Lifeboats and In-Shore Rescue Boat
Sub-Initiative Number	8H310

Description:
Implement and operationalize CCG's first IRB Station North of the 60th parallel in the Arctic, with the collaboration of OGDs, Indigenous Peoples, Governments and Communities.

Lead/ Coordinating Department	DFO - CCG
Partners (Delivery/ Implementation):	
OGDs	PSPC, RCMP, DND (RCAF, Canadian Rangers)
Indigenous Groups	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of chosen location
Industry Groups	Architectural and Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solutions (Sealift)
NGOs	

Provinces/Territories

Nunavut, Northwest Territories or Nunavik

Strategic Outcome Tracking	
Shared Outcome(s)	Enhanced federal monitoring, coordination, and on-water response capacity
Indicator(s)	Number of Lifeboat stations built to increase the Coast Guard's search and rescue capacity
Target(s)	6
Status	On track

Client Groups

Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety

Highlights	Issues for discussion	
Project Delivery Highlights: Any location-specific project aspects on hold awaiting further direction. As a location has not been confirmed and a considerable level of uncertainty remains, the project team cannot guarantee that SAR operations will be able to be undertaken in Summer 2018.	Any location-centric activities are on hold awaiting confirmation of location.	Project requires formal confirmation with sufficient time to stand up interim operations, including consultation with the selected hamlet. (Revised wording December 5, 2017)
	0	0
	0	0

Sub-Initiative Health

Overall Progress Summary: Any location-specific project aspects on hold awaiting further direction. This includes preparing for interim operations, commencing activities related to construction of permanent facilities. Crewmember selection process is underway and hard copy promotional material and applications sent to all northern colleges, hamlets, various government and inuit organization contacts, and to selected southern colleges / universities. Selection process for Supervisor position underway by mid-December. Continued engagement occurred through university and college information sessions in late-November, with one session remaining. Formalization of major capital roles and responsibilities underway via project charter being completed between CCG and DFO-RP.	Off Track

Engagement Relationship Health

Senior-level strategic briefings with the Government of Nunavut, Government of Northwest Territories, Kativik Regional Government, Nunavut Impact Review Board, Nunavut Tunngavik Inc. Once confirmed, the selected community will need to be informed prior to any announcement being made. Project-level focus groups have been completed in northern communities, colleges, and recruitment sessions were held at selected universities and colleges, with one session still to be completed in December 2017.	On Track

Milestones

Type	Description	Target for Completion (text only)	Revised Target Date	Status	Significant (Y/N)	Region	Changed since last report (Y/N)	Project Code
Project Planning	Completed and Approved Project Charter (PC)	31/05/2017	31/05/2017	Completed	Y	C&A	N	8H310
Project Planning	Completed and Uploaded Work Breakdown Structure (WBS)	14/06/2017	14/06/2017	Completed	Y	C&A	N	8H310
Project Planning	Completed and Approved Project Implementation Plan	30/06/2017	31/07/2017	Completed	Y	C&A	N	8H310
Engagement	COMPLETE MINISTERIAL ANNOUNCEMENT OF IRB NORTH STATION LOCATION COMMUNITY	31/08/2017	01/01/2018	Off Track	Y	C&A	Y	8H310
Procurement	2018 IRB NORTH SEASON - COMPLETE ACQUISTION OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT)	31/10/2017	01/09/2017	Completed	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DELIVERY OF INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	31/10/2017	18/09/2017	Completed	Y	C&A	N	8H310
Procurement	2018 IRB NORTH SEASON - COMPLETE LEASE OF INTERIM STATION FACILITY (ACCOMMODATION, OFFICE, VESSEL AND VEHICLES STORAGE, BOAT LAUNCH AND ASSOCIATED EQPT.)	30/11/2017	01/03/2018	Off Track	Y	C&A	Y	8H310
Hiring	2018 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	31/03/2018	31/03/2018	Attention Required	Y	C&A	Y	8H310
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	15/06/2018	15/06/2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF INTERIM MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	30/04/2018	30/04/2018	Not Started	Y	C&A	N	8H310
Hiring	2018 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	31/05/2018	31/05/2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - DEPLOY AND FIT OUT INTERIM MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	15/06/2018	15/06/2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMMENCE OPERATIONS OF INTERIM IRB NORTH STATION	15/06/2018	15/06/2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2018 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF INTERIM IRB NORTH STATION	30/09/2018	30/09/2018	Not Started	Y	C&A	N	8H310
Construction	2019 IRB NORTH SEASON - SIGN CONTRACT WITH PSPC FOR DESIGN AND CONSTRUCTION OF PERMANENT STATION	31/08/2017	01/04/2018	Remediation Required	Y	C&A	Y	8H310
Procurement	2019 IRB NORTH SEASON - SIGN LONG TERM LEASE WITH COMMUNITY FOR PERMANENT IRB NORTH STATION	30/04/2018	30/04/2018	Not Started	Y	C&A	N	8H310
Procurement	2019 IRB NORTH SEASON - COMPLETE ACQUISTION OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	30/06/2018	30/06/2018	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DELIVERY OF PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	30/10/2018	30/10/2018	Not Started	Y	C&A	N	8H310
Hiring	2019 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	31/03/2019	31/03/2019	Not Started	Y	C&A	N	8H310
Hiring	2019 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	31/05/2019	31/05/2019	Not Started	Y	C&A	N	8H310
Construction	2019 IRB NORTH SEASON - COMPLETION OF CONSTRUCTION AND ACCEPTANCE OF PERMANENT IRB NORTH STATION FACILITIES	31/05/2019	31/05/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - DEPLOY AND FIT OUT PERMANENT MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	15/06/2019	15/06/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF PERMANENT MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	15/06/2019	15/06/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	15/06/2019	15/06/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2019 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	30/09/2019	30/09/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON	01/10/2018	01/10/2018	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON	28/02/2019	28/02/2019	Not Started	N	C&A	N	8H310
Procurement	2020 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	31/07/2019	31/07/2019	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	31/10/2019	31/10/2019	Not Started	N	C&A	N	8H310
Hiring	2020 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	31/03/2020	31/03/2020	Not Started	N	C&A	N	8H310
Hiring	2020 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	31/05/2020	31/05/2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES	31/05/2020	31/05/2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	15/06/2020	15/06/2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE)	15/06/2020	15/06/2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	15/06/2020	15/06/2020	Not Started	Y	C&A	N	8H310
Tech. Impl.	2020 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	30/09/2020	30/09/2020	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - START PLANNING FOR IRB NORTH SEASON	01/10/2019	01/10/2019	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE PLANNING FOR IRB NORTH SEASON	28/02/2020	28/02/2020	Not Started	N	C&A	N	8H310
Procurement	2021 IRB NORTH SEASON - COMPLETE ACQUISTION OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, AND TRAILER, AND SUPPLEMENTARY EQPT)	31/07/2020	31/07/2020	Not Started	Y	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DELIVERY OF ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	31/10/2020	31/10/2020	Not Started	N	C&A	N	8H310
Hiring	2021 IRB NORTH SEASON - COMPLETE RECRUITMENT AND STAFFING OF IRB NORTH CREW	31/03/2021	31/03/2021	Not Started	N	C&A	N	8H310
Hiring	2021 IRB NORTH SEASON - COMPLETE TRAINING OF IRB NORTH CREW	31/05/2021	31/05/2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETION OF ANY MAINTENANCE TO IRB NORTH STATION FACILITIES	31/05/2021	31/05/2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - DEPLOY AND FIT OUT ANY MAJOR EQUIPMENT (VESSEL, TRUCK, TRAILER, AND SUPPLEMENTARY EQPT.)	15/06/2021	15/06/2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE ACQUISTION, DELIVERY, INSTALLATION, AND ACCEPTANCE OF ANY MINOR EQUIPMENT (OPERATIONAL GEAR AND OFFICE) 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	15/06/2021	15/06/2021	Not Started	N	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION	15/06/2021	15/06/2021	Not Started	Y	C&A	N	8H310
Tech. Impl.	2021 IRB NORTH SEASON - COMPLETE DEMOBILIZATION OF PERMANENT IRB NORTH STATION	30/09/2021	30/09/2021	Not Started	N	C&A	N	8H310
Other	2022 IRB NORTH SEASON - COMPLETE PLANNING, AQUISITION & DELIVERY OF ANY MAJOR EQUIPMENT, AND RECRUITMENT	31/03/2022	31/03/2022	Not Started	Y	C&A	N	8H310
Other	2023 IRB NORTH SEASON - COMPLETE PLANNING	31/03/2022	31/03/2022	Not Started	N	C&A	N	8H310
Other	PROJECT CLOSE	31/03/2022	31/03/2022	Not Started	Y	C&A	N	8H310
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nes - To be moved 2 perio								8H310
Project Planning	Completed and Approved Project Charter (PC)	May 31, 2017	May 31, 2017	Completed	Y	C&A	N	8H310
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								8H310
								8H310
								8H310

Risks Details - Top 5 Project Risks

Overall Risk Status | Y

Project Risk Registry EKME #: ____________________

Project Risk Registry Updated this Period?:

Risk 1	Risk Category	Governance
	Risk Statement	If the recommended location for interim operations (DND Forward Operating Location and Personnel Accommodations Building) has policies and procedures in place which impact ability for CCG to carry out its SAR-related mandate, then the potential exists for program operations to be impacted.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	Interim operations will be conducted from this site, with alternate arrangements made as appropriate (i.e., dangerous goods, tools placed in off-site storage). Procurement and maintenance of off-site storage facility will be required. If required, alternate options to be investigated by DFO-Real Property in conjunction with Project Team.

Risk 2	Risk Category	Capacity
	Risk Statement	If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements (and their associated implementation plans), then the incompleteness of this information may negatively impact the project objectives timeline.
	Impact	3. Medium
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	During the early project implementation stage, identify a stakeholder assessment matrix, along with communication and engagement plan for internal stakeholders (DFO-CCG and OGDs) and external stakeholders (Indigenous Peoples, governments and communities).

Risk 3	Risk Category	Financial
	Risk Statement	Inaccurate project costing and forecasts. If there is not sufficient and appropriate Vote 1, 5 and 10 funding available to fund ongoing operations (including recruitment), then there is a risk that project objectives will not be achieved.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	The response strategy shall include robust project oversight, sound financial oversight and a costing contingency factor. Additional funding has already been sought.

Risk 4	Risk Category	Procurement
	Risk Statement	If there is a failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, then this would significantly delay the project timeline.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	This is moderately likely to happen given the land shortage in Rankin Inlet, but mitigated by our relationship with the Government of Nunavut and hamlet. Community consultation will be required within the hamlet of Rankin Inlet

Risk 5	Risk Category	Human Resources
	Risk Statement	If insufficient time is spent completing outreach activities related to staffing (i.e., recruitment fairs, trade shows), then the quantity and quality of applications is expected to decrease. This decrease may jeopardize program operations, if a passive recruitment approach is taken.
	Impact	4. High
	Likelihood	3. Moderate
	Response	**Mitigate**
	Response Strategy	This risk may be mitigated through extensive outreach activities at colleges, universities, trade shows and within northern communities. CCG student programs are not known in the Arctic, especially one targetting Indigenous post-secondary students. If a passive approach is taken, or taken half-heartedly, there is a real possibility of a lack of qualified applicants. December 2018

Overall Risk Status

Rating	Definition
Green	Indicates project is on track. The risks are not expected to impact the other metrics or overall business outcomes.
Yellow	Indicates some course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.
Red	Indicates that significant course correction may be required. One or more identified risks may impact the other metrics or overall business outcomes.

Figure 1: Impact Risk Criteria

Impact Score	Definition
5. Extreme	A major event that may lead to disastrous consequences for achieving project objectives and require the organization to make a large scale, major adjustment to the project
4. High	A critical event that with proper management attention can be addressed by the organization
3. Medium	An significant event with consequences that could lead to substantial review or changed ways of operation but that can be managed under normal circumstances by the organization to minimize the impact
2. Low	An event that can be absorbed but management effort is required to minimize the impact
1. Negligible	An event with consequences that can be absorbed through normal activity

Figure 2: Likelihood Risk Criteria

Likelihood Score	Probability	Experience/Observed Frequency
5. Almost Certain	More than 95%	Occurs regularly here.
4. Likely	76 – 95%	Has occurred here more than once, or is occurring to others in similar circumstances.
3. Moderate	25 – 75%	Has occurred here before, or has been observed in similar circumstances.
2. Unlikely	5 – 24%	Has occurred infrequently before to others in similar circumstances, but not here.
1. Rare	Less than 5%	Almost never observed - may occur only in exceptional circumstances.

Figure 3: Heat Map - Matrix of Possible Risk Scores or Index Values

Impact	1. Rare	2. Unlikely	3. Moderate	4. Likely	5. Almost Certain
5. Extreme	5	10	15	20	25
4. High	4	8	12	16	20
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2. Low	2	4	6	8	10
1. Negligible	1	2	3	4	5

Likelihood

The risks associated with the project are ranked according to their Risk Index/Score. Based on this index, specific actions may be taken, as presented in Table 4.

Figure 4: Level of Required Management Attention, by Risk Index Score

Risk Index	Overall Level	Descriptor	Actions
15 to 25	RED	Unacceptable	• Requires immediate and continuous treatment until the risk is removed or can be downgraded. • Upon discovery, must be reported immediately through the chain-of-command to the Project Leader. • The status of all unresolved unacceptable risks shall be reported to the Project Leader at intervals not exceeding 2 weeks. The Project Leader shall report risks upwards through the chain of command, as appropriate.
5 to 12	YELLOW	Undesirable	• Best efforts, within available resource envelope, to be applied in order to remove or mitigate risk. • Status of all unresolved undesirable risks is to be reported to Project Leader at intervals not to exceed one month.
1 to 4	GREEN	Acceptable with Review	• Must be monitored to ensure that issues do not escalate. • To be prosecuted only if surplus capacity and resources exist. • No set reporting requirements beyond visibility in Project Risk Register

Risk Response	Description
Treat/Mitigate	Mitigate risk by reducing impact and/or likelihood of a threat - a negative risk event.
Tolerate/Accept	Tolerate the risk where it is the only reasonable course of action, or if the cost of taking any action is prohibitive.
Transfer	Transfer the risk by completely transferring or partially sharing exposure or strategy with parts of the organization or other organizations.
Terminate/Avoid	In certain circumstances, the risk may jeopardize the reputation or even the existence of the entity. The activity then may need to be terminated to eliminate the risk in its entirety.

CLOSED Issues Log

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome
August 11, 2017	Documented confirmation of the recommended location is required.	Project requires formal confirmation by September 26 as Surplus interim truck proceeding to Rankin Inlet and set to arrive Sept. 9, and SAR vessel arriving on September 26. Sufficient time for engagement with local hamlet prior to arrival of equipment is required.	Sep-17	CCG HQ	Yes	Senior Management Direction Obtained
May 31, 2017	Several activities are on hold awaiting formal confirmation of location of choice (Rankin Inlet). Causing a strain on project schedule.	Geotechnical surveys required before ground freezes in Fall 2017. Several briefing notes have been produced to several Senior Management offices in CCG and DFO. Documented confirmation of location of choice has not formally been approved. CCG C&A continues to work with the DFO Minister's Office via CCG HQ	Aug-17	CCG HQ	Yes	Senior Management Direction Obtained
Sep-17	Any location-centric activities are on hold awaiting confirmation of location.	Project requires formal confirmation with sufficient time to stand up interim operations, including consultation with the selected hamlet. (Revised wording December 5, 2017)	Sep-17	CCG HQ	Y	Rankin Inlet announced as station location on Jan. 4, 2018.
April 12, 2018	PCR required for additional salary funds (110) to offset northern and program specific requirements ($151K) for years 3 - 5.	Develop PCRs and seek required approvals.	Aug-18	Peter Garapick NPM	Yes	PCR Approved - P7 2018
April 12, 2018	PCR required for additional O&M funds (120) in FY 2018/19, to offset increased expenses for transportation of operational equipment, due to delayed location announcement ($137k).	Develop PCRs and seek required approvals.	Aug-18	Peter Garapick NPM	Yes	PCR Approved - P7 2018
#############	PCR required for transfer of funds from 8K100 ($196k) and H9902 ($70k).	Develop PCRs and seek required approvals.	Aug-18	Peter Garapick NPM (Changed from John Bertorelli NPMO on 12-April-2018)	Yes	PCR Approved - P7 2018

Tombstone Data

Pillar	State of the Art Marine Safety System
Initiative	On-Water Presence and Response Capacity
Project Title	Inshore Rescue Boat North (IRB)
Project Code	8H310
Project Location	Rankin Inlet, NU
Project Start Date	April 1, 2017
Project End Date	March 31, 2022
National PM	Peter Garapick, C&A Superintendent SAR
ATL Regional PM	
CA Regional PM	Peter Garapick, C&A Superintendent SAR
WEST Regional PM	
Project Director:	Marc-André Meunier
Project Lead:	Katia Jollez
Project Sponsor:	AC C&A
Joint Initiative	
Department Lead:	DFO - CCG
Departments Involved:	PSPC, RCMP, DND (RCAF, Canadian Rangers)
Contact Name:	
Groups	
Indigenous:	Government of Nunavut (GN), Government of Northwest Territories (NWT), Kativik Regional Government (KRG), Hunters & Trappers Association (HTA), Nunavut Emergency Management (NEM), Nunavut Impact Review Board (NIRB), Nunavut Tunngavik Inc. (NTI), Hamlet of Rankin Inlet
Industry:	and Construction Industry (Request for Proposal - Station Design and Construction); Commercial Shipping solut
Client Groups:	Rec Boaters, Rec Fishers, Hunters and Trappers Association, Territorial Public Safety
Provinces of Delivery:	Nunavut
Shared Outcome:	Enhanced federal monitoring, coordination and on-water response capacity

Month	Has the Initiative / Sub-initiative been formally announced already?
January	Y
November	No
November	No
November	No
November	No
November	No
November	No
December	No
December	No
January	No
February	No
April	No
June	No
March	No
September	No
September	No
September	No
October	No
November	No
December	No
November	No
July	No
June	No

Recommended Announcement
Announcement of station location, once validated. Timing: January 4, 2018
Crewmember selection poster is available as of November 20, 2017.
Recruitment information session is being held at the University of Alberta on November 20, 2017.
Recruitment information session is being held at the University of Saskatchewan on November 21, 2017.
Recruitment information session is being held at the University of Manitoba on November 22, 2017.
Recruitment information session is being held at the Memorial University on November 24, 2017.
Recruitment information session is being held at the Nunavut Sivuniksavut on November 30, 2017.
Recruitment information session is being held at the John Abbott College on December 1, 2017.
Recruitment information session is being held at the Nunavik Sivunitsavut in December, 2017. Exact date TBD.
Reminder: Last day to apply to the Inshore Rescue Boat North crewmember competition is January 12, 2018.
Interviews underway to select crewmembers for the Inshore Rescue Boat North.
Commencement of Inshore Rescue Boat crewmember training for inaugural crew. Training will be held in Great Lakes sector, with site-specific training at station location. Date: April 26, 2018.
Planned commencement of on-site operations of Inshore Rescue Boat North. Date: June 27, 2018.
Interviews comepleted to select crewmembers for the Inshore Rescue Boat North. Date: March 9, 2018.
Completion of the first IRB North season. Date: September 5, 2018
Applications are available for 2019 season Crewmembers.
Promotion of recruitment events at various locations
Promotion of recruitment events at various locations
Promotion of recruitment events at various locations
Promotion of recruitment events at various locations
Closing date of the Crewmember poster is (TBD - approx. late November)
Opening Ceremony for IRB North Station (July 26, 2018)
Community Meet and Greet Event (June 28, 2018)

Project Manager	Project Code
Peter Garapick	8H310
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Financial Summary - Details

Project Budget Status | G

Forecast VS YTD Encumbrances Table

Period	P5 - 18/19	P6 - 18/19	P7 - 18/19	P8 - 18/19	P9 - 18/19
Forecast	$2,159,605.00	$1,861,620.00	$1,819,982.00	$1,488,824.00	$1,543,564.00
YTD Encumbrances	$808,974.03	$1,104,988.00	$1,109,808.00	$1,808,999.00	$1,836,064.00

Project Status Indicators	
	Budget (TEC)
G	+ 0 to 10%
Y	+11 to 20%
R	> 20%

NOTE:
Financial Summary and justifications if required: $6.5M has been loaned to Coast Guard and repaid next fiscal.
OBCF: $345K (C9A47 / Allot 120); CBCF: $598,838
ST-RPM: Update P8: Carry Forward Requests from RC C9A47/H9901/H9902 from 18/19 to 19/20:
Allotment 120: $32,918 (from H9902)
Allotment 210: $2,547,676 (from H9901/H9902) ; $70,309 (from C9A47). TOTAL CARRY FORWARD: $2,617,985
Require allotment conversion of $365,853 from Allotment 210 to 284 to cover Polaris ATV and Zodiac 753 purchase. All highlighted in yellow.

Abacus Financial Extraction - Pre-Populated from OPP Finance Team - Project Managers must confirm Forecast

Date of Extraction: September 4.2018

Responsibility Centre	Allotment	Current Budget (1)	Planned Transfers (2)	Adjusted Budget (3) = 2 + 1	Expenditures (4)	Obligations (5)	Commitments (6)	Total Encumbrances (7)	Free Balance (8) = 3 - 7	Forecast (9)	Surplus / Deficit (10) = 3 - 9
C9A47	110	173,421		173,421.00	298,757.00	19,303.00	45,715.00	363,775.00	(190,354.00)	173,421.00	-
C9447	110	-		-	-	-	-	-	-		-
C9A47	118	-		-	7,030.00	-	-	7,030.00	(7,030.00)		-
C9A47	120	621,000		621,000.00	557,739.00	16,405.00	227,219.00	801,363.00	(180,363.00)	621,000.00	-
C9A47	280	-		-	15,853.00	-	-	15,853.00	(15,853.00)	365,853.00	(365,853.00)
C9A50	120	-		-	2,041.00	-	-	2,041.00	(2,041.00)		-
C9A47	210	436,162.00	-	436,162.00	-	-	436,162.00	436,162.00	-		436,162.00
H9901	210	483,838.00		483,838.00	-	-	-	-	483,838.00		483,838.00
H9173	110	5,051.00		5,051.00	-	-	-	-	5,051.00	5,051.00	-
A9100	120	4,929.00		4,929.00	-	-	-	-	4,929.00	4,929.00	-
H9902	110	151,628.00		151,628.00	-	-	-	-	151,628.00	151,628.00	-
H9902	120	152,412.00		152,412.00	-	209,840.00	-	209,840.00	(57,428.00)	176,922.00	(24,510.00)
H9902	210	2,063,838.00		2,063,838.00	-	-	-	-	2,063,838.00	-	2,063,838.00
C9CCG	120	15,480.00		15,480.00	-	-	-	-	15,480.00	15,480.00	-
H9176	120	15,471.00		15,471.00	-	-	-	-	15,471.00	15,471.00	-
H9177	120	5,416.00		5,416.00	-	-	-	-	5,416.00	5,416.00	-
H9178	110	8,393.00		8,393.00	-	-	-	-	8,393.00	8,393.00	-
				-				-	-		-
Project Total		**4,137,039.00**	-	**4,137,039.00**	**881,420.00**	**245,548.00**	**709,096.00**	**1,836,064.00**	**2,300,975.00**	**1,543,564.00**	**2,593,475.00**
Vote 1		1,153,201.00	-	1,153,201.00	865,567.00	245,548.00	272,934.00	1,384,049.00	(230,848.00)	1,177,711.00	(24,510.00)
Vote 5		2,983,838.00	-	2,983,838.00	15,853.00	-	436,162.00	452,015.00	2,531,823.00	365,853.00	2,617,985.00
Vote 10		-	-	-	-	-	-	-	-	-	-

Key Milestones and Deliverables for Engagement and Consultation

Engagement / Consultation Health Indicator — On Track

Past Month's Accomplishments and Next Month Activities:

Past Month's Accomplishments and Activities:

Past Month: Ongoing recruitment initiatives and events in Montreal, Ottawa, St. John's, Cambridge Bay, Inuvik, and Yellowknife. Updates given at National CMAC and the Beaufort Sea Partnership meetings. Ongoing approval of PCRs to adjust project staffing resources to operational requirements (CR-04 + GT-05). Ongoing discussions with DFO-Real Property as to whether a long-term leasing arrangement would be suitable for station, rather than design-build arrangement.

Next Month: Evaluation of SC-DED-02 applications. Scheduling of interviews. Closing date of selection poster: November 30, 2018 for Crew Member (2019 season). Staffing of interim replacement for Regional Project Manager. Develop Training Schedule for 2019 IRB Program Training, as per feedback received from TAG Meetings.

Overall Progress Summary

Overall Progress Summary: Overall Progress Summary: Completion of initial season of IRB SAR operations from DND facility in Rankin Inlet, which were delivered using the 46.6 crewing system with one operational supervisor and three Inuit post-secondary crewmembers. Additional administrative support required to address Pay Issues (Phoenix-related / Timekeeping / Travel), and scheduling / delivering Fall 2018 Indigenous post-secondary student recruitment campaign for 2019 season.

Highlights

Project Delivery Highlights: From June 26 to September 4, 2018, SAR operations were carried out in Rankin Inlet, with one operational supervisor and three Inuit post-secondary crewmembers using Rosborough 9.11m RHIB. Effective response range is Chesterfield Inlet, NU to Whale Cove, NU.

ENGAGEMENT AND CONSULTATION Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome

PARTICPANTS	Region	DEPTH OF ENGAGEMENT	LOCATION AND VENUE	TYPE	DEPARTMENTAL REPRESENTATIVES	HOST ORGANIZATION	DESCRIPTION	OBJECTIVE	POINTS/CONCERNS/ISSUES RAISED	Target Date (DD/MM/YYYY)	Forecasted/Actual Date (DD/MM/YYYY)	STATUS
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Makivik Corp on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 28, 2018	August 1, 2019	Not Started
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson	CCG	POSTPONED TO 2019:Discussion with Kativik Regional Government on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 28, 2018	August 1, 2019	Not Started
Stakeholders	C&A	CONSULT	Happy Valley-Goose Bay, NL	Call for input	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Nunatsiavut Government / Nunatukavut on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 30, 2018	August 1, 2019	Not Started
Indigenous	C&A	INFORM	Ottawa, ON	Education	Steve Thompson	CCG	Information session: Nunavut Sivuniksavut (Ottawa)	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	September 21, 2018	November 9, 2018	Completed
Stakeholders	C&A	INFORM	Edmonton, AB	Education	Steve Thompson	CCG	Information Session: University of Alberta	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 9, 2018	October 9, 2018	Completed
Stakeholders	C&A	INFORM	Athabasca, AB	Education	Steve Thompson	CCG	POSTPONED TO 2019: Information Session: Athabasca University	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Session will not be completed this year.	October 10, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	Calgary, AB	Education	Steve Thompson	CCG	Information Session: University of Calgary	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 11, 2018	October 10, 2018	Completed
Stakeholders	C&A	INFORM	Saskatoon, SK	Education	Steve Thompson	CCG	Information Session: University of Saskatchewan	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 12, 2018	October 11, 2018	Completed
Stakeholders	C&A	INFORM	Prince George, BC	Education	Steve Thompson	CCG	Information Session: University of Northern British Columbia	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 15, 2018	October 2, 2018	Completed
Stakeholders	C&A	INFORM	Kamloops, BC	Education	Steve Thompson	CCG	Information Session: Thomson Rivers University	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 17, 2018	October 3, 2018	Completed
Stakeholders	C&A	INFORM	Montreal, QC	Education	Steve Thompson	CCG	Information Session: John Abbott College	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 24, 2018	October 23, 2018	Completed
Stakeholders	C&A	INFORM	Montreal, QC	Education	Steve Thompson	CCG	Information Session: Nunavik Sivunitsavut (Montreal)	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 23, 2018	October 24, 2018	Completed
Stakeholders	C&A	INFORM	Inuvik, NT	Education	Steve Thompson	CCG	Information Session: Aurora College; Inuvik, NT	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 30, 2018	November 2, 2018	Completed
Stakeholders	C&A	INFORM	Yellowknife, NT	Education	Steve Thompson	CCG	Information Session: Aurora College; Yellowknife, NT	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 31, 2018	October 30, 2018	Completed
Stakeholders	C&A	INFORM	Cambridge Bay, NU	Education	Steve Thompson	CCG	Information Session: Nunavut Arctic College	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	November 1, 2018	October 31, 2018	Completed
Stakeholders	C&A	INFORM	Whitehorse, YU	Education	Steve Thompson	CCG	POSTPONED TO 2019: Information Session: Yukon College	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Session will not be completed this year.	November 7, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	Whitehorse, YU	Education	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Yukon Government on expanded area of selection of Inshore Rescue Boat North.	Explain the expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	November 7, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	St. John's, NL	Education	Steve Thompson	CCG	Information Session: Memorial University	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.		November 15, 2018	November 15, 2018	On Track
Stakeholders	C&A	INFORM	Ottawa, ON	Education	Steve Thompson	CCG	Information Session: National CMAC	Provide stakeholder update at marine forums with respect to the IRB North job opportunity and project.	Update will be completed via general OPP update, given by Arctic HUB Secretariat.	November 13, 2018	November 13, 2018	Completed
Stakeholders	C&A	INFORM	Victoria, BC	Education	Steve Thompson	CCG	Information Session: University of Victoria	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 4, 2018	October 4, 2018	Completed

	C&A	INFORM	Montreal, QC	Education	Steve Thompson	CCG	Information Session: 8th Edition of MAMU! Montreal Aboriginal Employment Fair	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity. Simultaneously raising awareness about project to interested stakeholders.	Feedback from attendees was generally positive, and supportive of CCG work in the region	November 8, 2018	November 8, 2018	Completed
Stakeholders	C&A	INFORM	Inuvik, NT	Education	OPP Arctic Hub	CCG	Beaufort Sea Partnership: Update Meeting	Provide stakeholder update at marine forums with respect to the IRB North job opportunity and project.	Feedback from attendees on the IRB North initiative was generally positive, and supportive of CCG work in the region. Feedback for CCG captured in various other Records of Decision / follow-ups.	October 23, 2018	October 23, 2018	Completed
Stakeholders	C&A	INFORM	Yellowknife, NT	Education	OPP Arctic Hub	CCG	PNR-CMAC: Update Meeting	Provide stakeholder update at marine forums with respect to the IRB North job opportunity and project.	Update will be completed via general OPP update, given by Arctic HUB Secretariat.	November 27, 2018	November 27, 2018	On Track

Key Outputs

Inshore Rescue Boat North (IRB)

Key Outputs Health Indicator: Completed

Target Fiscal Year	Description of Key Output	Dept. Responsible for Output	% Completed	Status	Comments / Issues / Concerns
17/18	Deploy an assessment team in Nunavut during 2017 navigation season to identify a suitable location for the in-shore rescue boat station.	CCG	100%	Completed	Community SAR assessments were completed for all Arctic Coastal communities (44 in total), less Sanikiluaq, NU (due to weather)
17/18	Conduct a local recruitment drive in Arctic communities – to recruit crew for the new in-shore rescue boat station's 2018 inaugural season.	CCG	100%	Completed	Crewmember and Supervisor selection processes are underway: Crewmember interviews complete and hiring paperwork in progress for selected candidates. Supervisor interviews to be completed March 19, 2018
17/18	Assess and select the most appropriate in-shore rescue boat station location and crewing model to maximize Indigenous participation.	CCG	100%	Completed	Crewing model established (46.6 SAR stand-by on 14-day cycle) in Rankin Inlet, NU.
18/19	Conduct recruitment and training of local (Arctic) in-shore rescue boat crews (spring/summer 2018).	CCG	100%	Completed	Crewmember and Supervisor selection processes are completed. Local Program Liaison selected. Training began April 26, 2018 at CFB Trenton and will conclude May 31.
18/19	In-shore rescue boat station in the Arctic is fully operational for the 2018 season.	CCG	100%	Completed	Location of operations established. Preparations, procurement, transport and installation of operational equipment are completed.
19/20	N/A	CCG	N/A	N/A	N/A
20/21	N/A	CCG	N/A	N/A	N/A
21/22	N/A	CCG	N/A	N/A	N/A

Overall Project Health and Project Schedule Indicators

Rating	Definition	Potential Follow-up Triggered
Not Started	This rating indicates that the project/milestone has not started to progress.	N/A
On Track	This rating indicates that the project is progressing without any major issues. Select this option if financial and hiring is progressing as planned (or close to), and milestone completion isn't facing any direct issues or challenges.	N/A
[illegible]	This rating indicates that there is a potential issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) are either within the control of the Project Manager to mitigate/remediate, or if they are not fully known.	This selection will flag the project for alert and potentially closer monitoring through the OPP PMO.
Remediation Required	This rating indicates that there is clear and immediate issue(s) facing milestone, financial or hiring progression. Select this rating when the issue(s) require intervention through senior management.	This selection will flag the project for discussion through the OPP PMO and related if governance groups (OPP Steering Committee, etc.)
Off Track	This rating indicates that the project will not be able to meet its commitments (milestone, financial or hiring) for the current fiscal year. Select this rating when the progress will fall significantly short of commitments.	This selection will flag the project for direct attention, discussion, and intervention through the respective governance groups (OPP Steering Committee, etc.).
Completed	This rating indicates that the Sub-initiative has been completed.	N/A

Solski, Lauren

From:	Garapick, Peter
Sent:	Friday, December 22, 2017 9:40 AM
To:	Solski, Lauren; Marsaw, Meghan
Cc:	Foerter, Holly; Thompson, Steve A
Subject:	RE: GN contacts for call on Jan 4

s.19(1)

Yes, it certainly will be with the AC.

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Solski, Lauren
Sent: December-22-17 09:39
To: Garapick, Peter; Marsaw, Meghan
Cc: Foerter, Holly; Thompson, Steve A
Subject: RE: GN contacts for call on Jan 4

Sorry, Peter – can you confirm that the phone call would be with the AC and that I can include that information in the email?

Lauren

From: Solski, Lauren
Sent: December 22, 2017 9:38 AM
To: Garapick, Peter; Marsaw, Meghan
Cc: Foerter, Holly; Thompson, Steve A
Subject: RE: GN contacts for call on Jan 4

I will leave it up to the Press Secretary to identify an alternate if Minister Kusugak isn't available.

I will Cc Bernie MacIsaac, who is A/DM until January 8, so the department is also in the loop.

Lauren

From: Garapick, Peter
Sent: December 22, 2017 9:33 AM
To: Solski, Lauren; Marsaw, Meghan
Cc: Foerter, Holly; Thompson, Steve A
Subject: RE: GN contacts for call on Jan 4

s.19(1)
s.21(1)(b)

I will want to be in the loop.
Note also that the Deputy Premier, Joe Savikataaq (sp?) was the past minister of CGS and we met him a couple of times on this file and the CGA expansion.
He is very familiar with the files and as you know, [redacted] represents Rankin as an MLA.

Note that I was going through Jimmy Noble to contact Acting DM and Minister and I want to inform him that our Communications people are taking another route.
Don't want to surprise him by going around him; best if we are 100% transparent on this with him.

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Solski, Lauren
Sent: December-22-17 09:29
To: Marsaw, Meghan; Garapick, Peter
Cc: Foerter, Holly
Subject: RE: GN contacts for call on Jan 4

Excellent, thanks. Want to cover all bases!

From: Marsaw, Meghan
Sent: December 22, 2017 9:28 AM
To: Solski, Lauren; Garapick, Peter
Subject: RE: GN contacts for call on Jan 4

Not me Lauren as this isn't a comms responsibility. I just need to be kept in the loop about how the calls went etc.

Meghan

From: Solski, Lauren
Sent: December-22-17 9:20 AM
To: Garapick, Peter; Marsaw, Meghan
Subject: GN contacts for call on Jan 4

Morning,

I am reaching out to my contacts at the GN to check Minister Kusugak's availability on Jan 4 for a phone call. Am I able to say that it will be the AC?

Also, I am going to Cc the Premier's Press Secretary when I reach out to Minister Kusugak's Executive Assistant. If he is not available, she can recommend the next best available person for a call. I strongly suggest we notify someone in Cabinet. Even if the government was made aware in the past, because it's a new government, someone should be contacted to keep our relationship strong.

Do either of you want to be included on the email?

Thanks,

Lauren Solski

Communications Advisor
Fisheries and Oceans Canada | Government of Canada
Lauren.Solski@dfo-mpo.gc.ca | Tel: 519-383-1909

Conseillère en communications
Pêches et Océans Canada | Gouvernement du Canada
Lauren.Solski @dfo-mpo.gc.ca | Tél. : 519-383-1909

Solski, Lauren

From: Paton, Richard <RPaton@GOV.NU.CA>
Sent: Friday, December 22, 2017 10:19 AM
To: Solski, Lauren
Subject: Re: Minister Kusugak - EA

Thanks

Sent from my BlackBerry - the most secure mobile device

From: Lauren.Solski@dfo-mpo.gc.ca
Sent: December 22, 2017 10:16 AM
To: RPaton@GOV.NU.CA
Subject: RE: Minister Kusugak - EA

Thank you!

I just received a bounce-back email that you are acting for Hillary! I will forward you the email I just sent and ensure you are Cced on any future responses.

Lauren

From: Paton, Richard [mailto:RPaton@GOV.NU.CA]
Sent: December 22, 2017 9:58 AM
To: Solski, Lauren
Subject: Re: Minister Kusugak - EA

Have a Merry Christmas and Happy New Year!

Sent from my BlackBerry - the most secure mobile device

From: Lauren.Solski@dfo-mpo.gc.ca
Sent: December 22, 2017 9:56 AM
To: RPaton@GOV.NU.CA
Subject: RE: Minister Kusugak - EA

Thank you. Happy holidays!

Lauren

From: Paton, Richard [mailto:RPaton@GOV.NU.CA]
Sent: December 22, 2017 9:56 AM
To: Solski, Lauren
Subject: Re: Minister Kusugak - EA

Good morning, his EA is Mike Courtney at MCourtney@GOV.NU.CA

Thanks

Richard

Sent from my BlackBerry - the most secure mobile device

From: Lauren.Solski@dfo-mpo.gc.ca
Sent: December 22, 2017 9:43 AM
To: RPaton@GOV.NU.CA
Subject: Minister Kusugak - EA

Good morning Richard,

I am trying to contact Minister Kusugak's EA. Unfortunately, I cannot find the information online.

Are you able to let me know the appropriate contact? An email address would be very appreciated.

Thank you,

Lauren Solski

Communications Advisor
Fisheries and Oceans Canada | Government of Canada
Lauren.Solski@dfo-mpo.gc.ca | Tel: 519-383-1909

Conseillère en communications
Pêches et Océans Canada | Gouvernement du Canada
Lauren.Solski @dfo-mpo.gc.ca | Tél. : 519-383-1909

Solski, Lauren

From: Courtney, Michael <MCourtney@GOV.NU.CA>
Sent: Friday, December 22, 2017 12:26 PM
To: Solski, Lauren
Cc: Casey, Hillary; Devereaux, Eiryn; MacIsaac, Bernie; Garapick, Peter
Subject: Re: AC of Coast Guard - Call with Minister Kusugak

Hi Lauren. It should be possible..if he is not in Iqaluit we can set the call up for Rankin.

Mike

Sent from my BlackBerry - the most secure mobile device - via the Bell Network

From: Lauren.Solski@dfo-mpo.gc.ca
Sent: December 22, 2017 10:11 AM
To: MCourtney@GOV.NU.CA
Cc: HCasey@GOV.NU.CA; EDevereaux@GOV.NU.CA; BMacIsaac@GOV.NU.CA; Peter.Garapick@dfo-mpo.gc.ca
Subject: AC of Coast Guard - Call with Minister Kusugak

Good morning Mike,

The Assistant Commissioner of the Canadian Coast Guard would like to schedule a call to speak with Minister Kusugak on the morning of Thursday, January 4. Can you please let me know his availability?

I apologize for the short notice, especially over the holiday season.

If Minister Kusugak is not available that morning, the Assistant Commissioner would like to speak with another member of Cabinet. I've included Hillary on this email in hopes that she can recommend an alternate contact if necessary.

Thank you,

Lauren Solski

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Lauren.Solski @dfo-mpo.gc.ca | Tél. : 519-383-1909

Solski, Lauren

From: Thompson, Steve A
Sent: Wednesday, January 3, 2018 7:32 AM
To: Solski, Lauren
Subject: RE: GN Contacts

Thanks, Lauren.

I'm still waiting on what time the News Release will be released at. Once I know more, I will confirm with you.

I suspect it'll be OK.

s.19(1)

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Solski, Lauren
Sent: January-03-18 7:29 AM
To: Thompson, Steve A
Subject: Re: GN Contacts

Hi Steve,

Minister Kusugak is available for a call early afternoon on Thursday. Does this work? He is flying in the morning.

Please let me know.

Thanks,
Lauren

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Thompson, Steve A
Sent: Tuesday, January 2, 2018 8:53 AM
To: Solski, Lauren
Subject: GN Contacts

Hey Lauren,

Have you heard anything from GN for availability this week? Also, I'm in Peter's Office upstairs if you are able to come up to chat.

Thanks!

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Solski, Lauren

From: Garapick, Peter
Sent: Wednesday, January 3, 2018 8:08 AM
To: Thompson, Steve A; Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

s.19(1)

Perfect, thanks.

Steve, please keep me aware if Julie expects me on the calls tomorrow or is happy with you in my place

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: January-03-18 07:59
To: Garapick, Peter; Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

This was just completed.

I did it myself in case someone inadvertently replies only to you – leaving us out of the loop

Thanks

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Garapick, Peter
Sent: January-03-18 7:38 AM
To: Solski, Lauren; Thompson, Steve A
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

Steve, please keep Jimmy Noble in the loop about our intentions to contact his minister.
I can do that with an e-mail and link the 2 of you with him.

Lauren, I do not want to leave out our key operational contact in this situation.
Can Mike Courtney be asked to link in Jimmy Noble and Ed Zebedee?

I will await your response before going to Jimmy/Ed.

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Solski, Lauren
Sent: January-03-18 07:33
To: Courtney, Michael
Cc: Thompson, Steve A; Garapick, Peter
Subject: Re: AC of Coast Guard - Call with Minister Kusugak

Hi Mike,

Yes, we would still like to arrange a call. Is there any possibility for a call in the morning? If not, we would still appreciate an early afternoon call.

Thanks,
Lauren

Thanks,
Lauren

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Courtney, Michael
Sent: Tuesday, January 2, 2018 3:06 PM
To: Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

Do you still want to set something up for the 4th? The Minister is flying into Iqaluit tomorrow evening and we should be able to set something up for early afternoon if that will work.

Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
Sent: December 22, 2017 10:11 AM
To: Courtney, Michael
Cc: Casey, Hillary; Devereaux, Eiryn; MacIsaac, Bernie; Garapick, Peter
Subject: AC of Coast Guard - Call with Minister Kusugak

Good morning Mike,

The Assistant Commissioner of the Canadian Coast Guard would like to schedule a call to speak with Minister Kusugak on the morning of Thursday, January 4. Can you please let me know his availability?

I apologize for the short notice, especially over the holiday season.

If Minister Kusugak is not available that morning, the Assistant Commissioner would like to speak with another member of Cabinet. I've included Hillary on this email in hopes that she can recommend an alternate contact if necessary.

Thank you,

Lauren Solski

Communications Advisor
Fisheries and Oceans Canada | Government of Canada
Lauren.Solski@dfo-mpo.gc.ca | Tel: 519-383-1909

Conseillère en communications
Pêches et Océans Canada | Gouvernement du Canada
Lauren.Solski @dfo-mpo.gc.ca | Tél. : 519-383-1909

Solski, Lauren

From:	Lortie, Sylvain
Sent:	Wednesday, January 3, 2018 12:04 PM
To:	Thompson, Steve A; Vézina, Karine
Cc:	Liu, Jesse; Garapick, Peter; Solski, Lauren; Marsaw, Meghan
Subject:	RE: AC of Coast Guard - Call with Minister Kusugak

Hi Steve,

s.19(1)

Karine is having Outlook issues is on the phone with IT.

We have added an 11:00 am call with Minister Kusugak (GN) to the AC's calendar for tomorrow. Can you confirm it's a go with his office?

With respect to GNT and KRG, Karine will ask the AC if she is comfortable with the approach suggested below (i.e. proceed without a phone call). Stay tuned.

Merci

Sylvain Lortie

Analyste principal, Services stratégiques
Garde côtière canadienne, Région du Centre et de l'Arctique
sylvain.lortie@dfo-mpo.gc.ca
Tél.: 514-402-2183

Senior Analyst, Strategic Services
Canadian Coast Guard, Central and Arctic Region
sylvain.lortie@dfo-mpo.gc.ca
Tel.: 514-402-2183

From: Thompson, Steve A
Sent: January-03-18 11:57 AM
To: Lortie, Sylvain; Vézina, Karine
Cc: Liu, Jesse; Garapick, Peter; Solski, Lauren; Marsaw, Meghan
Subject: FW: AC of Coast Guard - Call with Minister Kusugak
Importance: High

Good morning Sylvain and Karine,

As per the highlighted text below, the time window is pretty tight to get in touch with Minister Kusugak (GN). As it stands now the preferred time is **11:00am on January 4**. He is travelling tomorrow, so the options were limited assuming a news release is issued tomorrow afternoon. I have asked CCG Communications for what time the IRBN News Release will be issued, and the decision is still with DFO MINO from my knowledge.

As for ADM Todriff (GNT), he is [redacted] not available. His staff have asked if we would consider a call next week (as they are unaware of our timeline restrictions). Is a follow-up call next week warranted? Recall, he has already been advised of the 'possible' outcome, which did materialize. Your call on this....

As for KRG, no one is around this week. Have voicemails and emails to all contacts there, but so far no luck. Will keep trying ...

Thanks,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

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From: Courtney, Michael [mailto:MCourtney@GOV.NU.CA]
Sent: January-03-18 9:25 AM
To: Solski, Lauren
Cc: Thompson, Steve A; Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

Will 11 am work for you guys? Or sometime between 11 and 1130?

Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
Sent: January 3, 2018 7:33 AM
To: Courtney, Michael
Cc: Thompson, Steve A; Garapick, Peter
Subject: Re: AC of Coast Guard - Call with Minister Kusugak

Hi Mike,

Yes, we would still like to arrange a call. Is there any possibility for a call in the morning? If not, we would still appreciate an early afternoon call.

Thanks,
Lauren

Thanks,
Lauren

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Courtney, Michael
Sent: Tuesday, January 2, 2018 3:06 PM

To: Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

Do you still want to set something up for the 4th? The Minister is flying into Iqaluit tomorrow evening and we should be able to set something up for early afternoon if that will work.

Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
Sent: December 22, 2017 10:11 AM
To: Courtney, Michael
Cc: Casey, Hillary; Devereaux, Eiryn; MacIsaac, Bernie; Garapick, Peter
Subject: AC of Coast Guard - Call with Minister Kusugak

Good morning Mike,

The Assistant Commissioner of the Canadian Coast Guard would like to schedule a call to speak with Minister Kusugak on the morning of Thursday, January 4. Can you please let me know his availability?

I apologize for the short notice, especially over the holiday season.

If Minister Kusugak is not available that morning, the Assistant Commissioner would like to speak with another member of Cabinet. I've included Hillary on this email in hopes that she can recommend an alternate contact if necessary.

Thank you,

Lauren Solski

Communications Advisor
Fisheries and Oceans Canada | Government of Canada
Lauren.Solski@dfo-mpo.gc.ca | Tel: 519-383-1909

Conseillère en communications
Pêches et Océans Canada | Gouvernement du Canada
Lauren.Solski @dfo-mpo.gc.ca | Tél. : 519-383-1909

Solski, Lauren

From: Courtney, Michael <MCourtney@GOV.NU.CA>
Sent: Wednesday, January 3, 2018 2:56 PM
To: Thompson, Steve A; Vézina, Karine
Cc: Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori; Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

s.19(1)

Hi Karine

For the phone call tomorrow we will have our Deputy Minister, Ms Lori Kimball and our EMO rep Jimmy Noble attending with the Minister.

Thanks

MIke

From: Thompson, Steve A [mailto:Steve.Thompson2@dfo-mpo.gc.ca]
Sent: January 3, 2018 12:45 PM
To: Courtney, Michael; Vézina, Karine
Cc: Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori; Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

Good afternoon Mike,

I can confirm that a call between AC Gascon and Minister Kusugak tomorrow morning (Jan 4) at 11:00 Eastern will work for us.

AC Gascon's Executive Assistant, Karine Vézina will send an invite and provide a call-in number later this afternoon. Please let her know if there is anyone in addition to the Minister that should be notified.

Thank you,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

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portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

---

From: Courtney, Michael [mailto:MCourtney@GOV.NU.CA]
Sent: January-03-18 9:25 AM
To: Solski, Lauren
Cc: Thompson, Steve A; Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

Will 11 am work for you guys? Or sometime between 11 and 1130?

Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
Sent: January 3, 2018 7:33 AM
To: Courtney, Michael
Cc: Thompson, Steve A; Garapick, Peter
Subject: Re: AC of Coast Guard - Call with Minister Kusugak

Hi Mike,

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Thanks,
Lauren

Thanks,
Lauren

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Courtney, Michael
Sent: Tuesday, January 2, 2018 3:06 PM
To: Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

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Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
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To: Courtney, Michael
Cc: Casey, Hillary; Devereaux, Eiryn; MacIsaac, Bernie; Garapick, Peter
Subject: AC of Coast Guard - Call with Minister Kusugak

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Thank you,

Lauren Solski

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Solski, Lauren

From:	Thompson, Steve A
Sent:	Wednesday, January 3, 2018 3:16 PM
To:	Solski, Lauren
Subject:	RE: AC of Coast Guard - Call with Minister Kusugak

s.19(1)

We are all good. Call with Min. Kusugak is at 1100 tomorrow and the NR will be out at 1500. Info for GNT and KRG calls has been given to ACO, as senior staff from neither is available this week. ACO is making arrangements to contact others, if they see fit.

So it's all OK. No need for you to be on you BB (from me at least).

ST

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

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Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Solski, Lauren
Sent: January-03-18 3:12 PM
To: Thompson, Steve A
Subject: Re: AC of Coast Guard - Call with Minister Kusugak

Hi Steve,

Lauren

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Thompson, Steve A
Sent: Wednesday, January 3, 2018 12:45 PM
To: Courtney, Michael; Vézina, Karine
Cc: Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori; Solski, Lauren
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

Good afternoon Mike,

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s.19(1)

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Cc: Thompson, Steve A; Garapick, Peter; Noble, Jimmy; Zebedee, Ed; Kimball, Lori
Subject: RE: AC of Coast Guard - Call with Minister Kusugak

HI Lauren

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Mike

From: Solski, Lauren [mailto:Lauren.Solski@dfo-mpo.gc.ca]
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To: Courtney, Michael
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To: Courtney, Michael
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Subject: AC of Coast Guard - Call with Minister Kusugak

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Thank you,

Lauren Solski

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News Release

NR-HQ-18-01E **January 4, 2018**

New Inshore Rescue Boat station boosts Arctic Maritime Search and Rescue

Ottawa, Ontario – The Canadian Coast Guard plays a vital role in ensuring the safety of mariners and the marine environment. The $1.5 billion Oceans Protection Plan includes measures to improve marine safety and protect Canada's marine environment and coastal communities.

As part of this new plan, the Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard, today announced the creation of an Inshore Rescue Boat station in Rankin Inlet, Nunavut which will provide seasonal search and rescue capabilities in that region. Establishing this new station is a step towards building stronger working relationships with northern communities, and is an important indicator for how Coast Guard services will be delivered in the Arctic.

The station will be operated by Indigenous students from Arctic communities, initially under the leadership of an experienced Coast Guard officer until the crews have gotten enough experience to operate without a supervisor. Crew members will undergo initial training alongside their southern-station counterparts in Ontario. This initial training will include Canada's national search and rescue system, search patterns, boat handling, marine first aid, and radio communication.

Members of the Coast Guard were in Nunavut, the Northwest Territories and the Nunavik region of Quebec in October to engage with community members and interested candidates about the requirements of the job, and to encourage eligible candidates to apply.

Input was received from local governments and community leaders on the choice of Rankin Inlet as the location for the station, and the Government of Canada will continue to involve partners and stakeholders as the construction plans for the permanent station building progress.

Quote

"Our government is proud of the enhanced local capacity the historic Oceans Protection Plan will provide to communities from coast to coast to coast. The Inshore Rescue Boat station in Rankin Inlet makes us better prepared and better equipped to deal with emergencies in the Arctic. Through this new station, and through the local youth who will operate it, we are providing a strong foundation for the expansion of local maritime search and rescue response across the Arctic. "

The Honourable Dominic LeBlanc, P.C., Q.C., M.P., Minister of Fisheries, Oceans and the Canadian Coast Guard

../2

Quick Facts

- An interim boat station in Rankin Inlet is expected to be fully operational in summer 2018.
- The new station in Rankin Inlet will improve search and rescue capacity in the area and reduce response times.
- This is the Canadian Coast Guard's 26th inshore rescue boat station across Canada, and the first in the Arctic.
- In the regions where they operate, Inshore Rescue Boat crews are often the first to respond to distress calls from mariners or to those in need of assistance. The crews of these boats also provide public education on boating safety.

Related Product

- News release Inuktitut version: New Inshore Rescue Boat station boosts Arctic Maritime Search and Rescue

Associated Links

- Canadian Coast Guard search and rescue services
- Inshore Rescue Boat-North Program
- Inshore Rescue Boat program
- Oceans Protection Plan

-30-

FOR MORE INFORMATION:

Media Relations
Fisheries and Oceans Canada
613-990-7537
Media.xncr@dfo-mpo.gc.ca

Laura Gareau
Press Secretary
Office of the Minister
Fisheries and Oceans Canada
613-992-3474
Laura.Gareau@dfo-mpo.gc.ca

Internet: http://www.dfo-mpo.gc.ca

Like us on Facebook https://www.facebook.com/FisheriesOceansCanada/

Follow us on Twitter! https://twitter.com/DFO_MPO

For more information about the Canadian Coast Guard, visit www.ccg-gcc.gc.ca.

Like us on Facebook https://www.facebook.com/GardeCotiereCanadienne

Follow us on Twitter! www.Twitter.com/CCG_GCC

Pêches et Océans Canada

Communiqué

C-AC-18-01F **Le 4 janvier 2018**

Une nouvelle station d'embarcations de sauvetage côtier vient renforcer la capacité de recherche et sauvetage maritime de l'Arctique

Ottawa (Ontario) -- La Garde côtière canadienne joue un rôle vital pour assurer la sécurité des navigateurs et du milieu marin. Le Plan de protection des océans de 1,5 milliard de dollars comprend des mesures pour améliorer la sécurité maritime et protéger le milieu marin et les collectivités côtières du Canada.

Dans le cadre de ce nouveau plan, l'honorable Dominic LeBlanc, ministre des Pêches, des Océans et de la Garde côtière canadienne, a annoncé aujourd'hui la création d'une station d'embarcations de sauvetage côtier à Rankin Inlet, au Nunavut, qui fournira des capacités saisonnières de recherche et sauvetage dans cette région. L'établissement de cette nouvelle station est un pas en avant vers l'établissement de solides relations de travail avec les collectivités nordiques, et constitue un indicateur important de la façon dont les services de la Garde côtière seront fournis dans l'Arctique.

Le fonctionnement de la station sera assuré par des étudiants autochtones des collectivités arctiques, au départ sous la direction d'un officier d'expérience de la Garde côtière jusqu'à ce que les équipes aient assez d'expérience pour travailler sans superviseur. Les membres d'équipage suivront une formation initiale en Ontario, avec leurs homologues travaillant dans les stations plus au sud. Cette formation initiale visera à prendre connaissance du système national de recherche et sauvetage du Canada, des circuits de ratissage, de la manœuvre des embarcations, et du secourisme en mer ainsi que de la communication par radio.

En octobre, des membres de la Garde côtière étaient au Nunavut, dans les Territoires du Nord-Ouest et au Nunavik (nord du Québec) afin de renseigner les membres des collectivités et les candidats intéressés sur les exigences de l'emploi et pour encourager les candidats admissibles à postuler.

Les gouvernements locaux et leaders communautaires ont émis des commentaires sur le choix de Rankin Inlet comme lieu de la station, et le gouvernement du Canada continuera de faire participer ses partenaires et les parties intéressées tout au long de la mise en œuvre des plans de construction de la station permanente.

Citation

« Notre gouvernement est fier de l'amélioration de la capacité locale que le Plan de protection des océans historique apportera aux collectivités d'un océan à l'autre. La station d'embarcations de sauvetage côtier à Rankin Inlet nous permet d'être mieux préparés et équipés pour gérer les urgences dans l'Arctique. Grâce à cette nouvelle station, et aux jeunes de la collectivité locale qui assureront son fonctionnement, nous offrons une base solide pour l'élargissement des capacités d'intervention locale de recherche et sauvetage en milieu maritime dans l'Arctique. »

L'honorable Dominic LeBlanc, , C. P., c. r., député, ministre des Pêches, des Océans et de la Garde côtière canadienne

Faits en bref

- Une station intérimaire d'embarcations devrait être complètement opérationnelle à Rankin Inlet pour l'été 2018.
- La nouvelle station de Rankin Inlet améliorera les capacités de recherche et sauvetage dans le secteur et réduira les délais d'intervention.
- Il s'agira de la 26e station d'embarcations de sauvetage côtier de la Garde côtière canadienne dans tout le Canada et la première en Arctique.
- Dans les régions où ils assurent le service, les équipages d'embarcations de sauvetage côtier sont souvent les premiers à intervenir aux appels de détresse de navigateurs ou des personnes qui en ont besoin. Les équipages de ces embarcationséduquent également le public sur la sécurité nautique.

Produit connexe

- Communiqué de presse version Inuktitut : Une nouvelle station d'embarcations de sauvetage côtier vient renforcer la capacité de recherche et sauvetage maritime de l'Arctique

Liens connexes

- Services de recherche et sauvetage de la Garde côtière canadienne
- Programme pour le service des embarcations de sauvetage côtier-Nord
- Programme des bateaux de sauvetage côtiers
- Plan de protection des océans

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Aimez notre page Facebook https://www.facebook.com/PechesOceansCanada

Suivez-nous sur Twitter! https://twitter.com/MPO_DFO

Pour de plus amples renseignements au sujet de la Garde côtière canadienne, visitez le www.ccg-gcc.gc.ca.

Aimez notre page Facebook https://www.facebook.com/GardeCotiereCanadienne

Suivez-nous sur Twitter! www.Twitter.com/GCC_CCG

Fisheries and Oceans Canada

News Release

NR-HQ-18-01INK **January 4, 2018**

ᓄᑕᖕᒍᔪᖅ ᓯᒃᔭᒥ ᐸᕐᓴᐃᓂᕐᒧᑦ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒧᓪᓗ ᐅᒥᐊᒃᑯᕕᒃ ᐃᑲᔪᑕᐅᓂᐊᕐᐳᖅ ᐅᑭᐅᕐᑕᕐᑐᒥ ᐃᒪᖕᒪᓂ ᐸᕐᓴᕐᑕᐅᓂᕐᒧᑦ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒧᓪᓗ

Ottawa, Ontario – ᑲᓇᑕᒥ ᓯᑯᓯᐅᑎᓕᕆᔾᒃᑯᑦ ᐃᒪᐅᖅᑕᐅᓪᒪᕆᒃᒪᑕ ᐊᑦᑕᕐᓇᕐᑕᐃᓕᒪᓂᕐᒧᑦ ᐃᒫᓂ ᐃᖕᒋᕋᔪᓄᑦ ᐊᕙᑎᖕᒪᓄᓪᓗ. ᐊᑭᖃᕐᑐᖅ $1.5 ᐱᓕᐊᓐ ᑕᕆᐅᖕᒪᓂᒃ ᓴᐳᔾᔨᓯᒪᓂᕐᒧᑦ ᐸᕐᓇᐅᑎ ᐱᖅᑲᓯᐅᔾᔨᓯᒪᒃᒪᑦ ᐱᐅᓯᕆᐊᕐᑎᑕᐅᓗᑎᒃ ᑕᕆᐅᕐᒥ ᐄᒪᖕᒪᓂ ᐊᑦᑕᕐᓇᕐᑕᐃᓕᒪᓂᕐᒧᑦ ᐊᒻᒪᓗ ᓴᐳᔾᔭᐅᓯᒪᓂᕐᒧᑦ ᑲᓇᑕᒥ ᑕᕆᐅᖕᒪᓂ ᐊᕙᑎᖕᒪᓂ ᓯᒃᔭᖕᒪᓂᓗ ᓄᓇᓕᐅᔪᓄᑦ.

ᑖᒥᓂᒃ ᓕᐸᓚᓐᒃ ᐃᓚᒋᔭᖕᒐ ᐸᕐᓇᐅᑎᐅᑦ ᓄᑖᖑᔪᖅ, ᓂᕈᐊᕐᑕᐅᓯᒪᔪᖅ Honourable Dominic LeBlanc, ᒥᓂᔅᑕᐅᔪᖅ ᐃᖅᑲᓗᓕᕆᓂᖅ, ᑕᕆᐅᖕᒪᓄᑦ ᐊᒻᒪᓗ ᓯᑯᓯᐅᑎᓕᕆᔾᑯᓐᓄᑦ, ᐅᓪᓗᒥ ᓇᓗᓇᐃᕐᔨᖅᑲᐅᕗᖅ ᓴᕿᑦᑎᓂᕐᒥᓂᒃ ᓯᒃᔭᒥ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒧᑦ ᐸᕐᓴᐃᓂᕐᒧᓪᓗ ᐅᒥᐊᒃᑯᑦ ᐅᒥᐊᒃᑯᕕᐅᓂᐊᕐᑐᒥᒃ ᑲᖕᒋᕐᖠᓂᕐᒥ, ᓄᓇᕗᑦ ᐊᐅᔭᐅᓕᕋᖕᒐᑦ ᐸᕐᓴᐃᖅᑦᑕᕈᓐᓇᕐᓂᐊᕐᑐᓂᒃ ᐱᖕᒋᖕᓇᕐᑐᓂᒃ ᓄᓇᒋᔭᖕᒪᓂᑦ. ᓴᕿᑕᐅᓂᖕᒪ ᐅᒥᐊᒃᑯᕕᒃ ᐱᒋᐊᕈᑕᐅᕗᖅ ᓯᕗᒧᑦ ᐃᑲᔪᕐᑎᒌᒃᓂᒃᑯᑦ ᑲᒪᒋᔭᖅᑲᐅᓗᑎᒃ ᐅᑭᐅᕐᑕᕐᑐᒥ ᓄᓇᓕᖕᒋᓐᓂᒃ ᐱᒋᐊᕈᑎᑦᑎᐊᕙᐅᕗᖅ ᐱᓪᓚᕆᐅᓪᓗᓂᓗ ᓯᑯᓯᐅᑎᓕᕆᔾᑯᓐᓂᑦ ᐱᔨᓯᕈᓐᓇᕐᓂᖕᒋᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ.

ᐅᒥᐊᒃᑯᕕᐅᔪᖅ ᐊᐅᓚᑕᐅᓂᐊᕐᑐᖅ ᐃᓕᓐᓂᐊᕐᑎᓄᑦ ᓄᓇᖅᑲᖅᑳᖅᓯᒪᔪᓄᑦ ᓄᓇᓕᖕᒋᓐᓂᑦ, ᐱᒋᐊᕐᑎᑕᐅᓚᐅᕐᑎᓪᓗᒍ ᓯᑯᓯᐅᑎᓕᕆᔾᑯᓐᓂᑦ ᖃᐅᔨᒪᔨᐅᓗᑎᒃ ᐃᖃᓇᐃᔭᕐᑎᖕᒋᑦ. ᐃᖃᓇᐃᔭᕐᑎᑦ ᐃᓕᓐᓂᐊᕐᑎᑕᐅᒐᔭᕐᑐᑦ ᖃᓪᓗᓇᓂᖕᒐᕐᑐᓪᓗ ᐃᓚᐅᓗᑎᒃ ᐋᓐᑎᐅᕆᐅᒥ. ᑖᓐᓇ ᐱᒋᐊᕐᑕᐅᔪᖅ ᐃᓕᓐᓂᐊᕐᑕᐅᔪᖅ ᐱᖅᑲᓯᐅᔾᔨᓯᒪᓂᐊᕐᑐᖅ ᑲᓇᑕᒥ ᐸᕐᓴᐃᓂᕐᒧᑦ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒧᓪᓗ ᐊᐅᓚᓂᖕᒪᓄᑦ, ᐅᒥᐊᓕᕆᓂᕐᒥᒃ, ᐃᓄᓕᓴᐃᓂᕐᒥᒃ ᐊᒻᒪᓗ ᐅᖄᓚᖃᑦᑕᐅᑎᓂᕐᒥᒃ.

ᐃᖃᓇᐃᔭᕐᑎᖕᒋᑦ ᓯᑯᓯᐅᑎᓕᕆᔾᑯᓐᓂᑦ ᓄᓇᕘᒥᓚᐅᕐᒪᑕ, ᓄᓇᑦᓯᐊᕐᒥᓗ ᐊᒻᒪᓗ ᓄᓇᕕᒻᒥ ᑯᐱᒻᒥ ᐅᑐᐱᕆᐅᑎᓪᓗᒍ ᖃᐅᔨᒥᐊᕐᑎᑦᑎᓪᓗᑎᒃ ᓄᓇᓕᒃᓂᒃ ᐊᒻᒪᓗ ᐱᔪᒪᒐᔭᕐᑐᓂᒃ ᐃᖃᓇᐃᔭᖕᒍᔪᒥᒃ, ᐱᓇᓯᒍᒪᔪᓂᒃᓗ ᖃᐅᔨᑎᑦᑎᓪᓗᑎᒃ.

ᐅᖃᐅᓯᐅᖃᑦᑕᓚᐅᕐᑐᑦ ᓄᓇᓕᒃᓂ ᒪᕙᒪᐅᔪᓂᑦ ᐊᒻᒪᓗ ᓄᓇᓕᒃᓂ ᓯᕗᓕᕐᑎᐅᔪᓂᑦ ᓂᕈᐊᕐᑕᐅᓂᖕᒪᓂᒃ ᑲᖕᒋᕐᖠᓂᕐᒥ ᐅᒥᐊᒃᑯᕕᐅᓂᐊᕐᓗᓂ, ᐊᒻᒪᓗ ᒪᕙᒪᒃᑯᑦ ᑲᓇᑕᒥ ᐃᓚᐅᑎᑦᑏᓐᓇᕐᓂᐊᕐᑐᑦ ᐃᑲᔪᕐᑎᒋᔭᕐᒥᓂᒃ ᑎᒍᒥᐊᕐᑎᐅᔪᓂᒃᓗ ᐊᑐᓕᕐᑎᑕᐅᓇᓯᒃᓂᖕᒪᓂᒃ ᐸᕐᓇᐅᑎᐅᑦ ᐱᑕᖃᐃᓐᓇᓕᕐᑯᓪᓗᒍ ᐅᒥᐊᒃᑯᕕᐅᔪᒥᒃ. ᐅ

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ᐅᖃᕐᑕᐅᔪᕕᓂᑦ

"ᓯᒃᔭᒥ ᐸᕐᓴᐃᓂᕐᒧᑦ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒧᑦ ᐅᒥᐊᒃᑯᑦ ᐃᓂᒋᔭᐅᔪᖅ ᑲᖕᒋᕐᖠᓂᕐᒥ ᐱᕙᒌᔭᕐᓯᒪᓂᕐᓴᐅᓂᐊᕐᕋᑦᑕ ᐊᒻᒪᓗ ᐱᔭᓐᓇᐅᑎᖃᕐᓂᕐᓴᐅᓗᑕ ᑐᐊᕕᕐᓇᕐᓯᔪᖃᕐᓂᓕᓂ ᐅᑭᐅᕐᑕᕐᑐᒥ. ᑖᓐᓇ ᓄᑖᖅ ᐅᒥᐊᒃᑯᕕᐅᔪᖅ, ᒪᒃᑯᒃᑐᓪᓗ ᐊᐅᓚᑦᑎᓗᑎᒃ, ᑐᖕᒪᕕᒃᒥᒃ ᐱᒋᐊᕐᑎᑦᑎᓄᑦ ᐊᖕᒋᓕᒋᐊᕈᑕᐅᓪᓗᓂᓗ ᐃᒫᓂ ᑕᕆᐅᕐᒥ ᐸᕐᓴᐃᓂᒥᐅᖅᑲᑦᑕᕐᒥᒃ ᐱᖕᒋᖕᓇᕐᑐᓕᕆᓂᕐᒥᒃ ᐅᑭᐅᕐᑕᕐᑐᒥ."

ᓂᕈᐊᕐᑕᐅᓯᒪᔪᖅ ᑖᒥᓂᒃ ᓕᐸᓛᓐᒃ The Honourable Dominic LeBlanc, ᒥᓂᔅᑕ ᐃᖃᓗᓕᕆᓂᕐᒧᑦ, ᑕᕆᐅᕐᒧᑦ ᐊᒻᒪᓗ ᓯᑯᓯᐅᑎᓕᕆᔩᒃᑯᑦ

ᖃᐅᔨᒪᔭᒃᓴᐃᑦ ᑎᑎᕋᕐᓯᒪᔪᑦ

- ᐅᒥᐊᒃᑯᕕᐅᓚᐅᒃᑐᖅ ᑲᖏᕐᓱᓂᕐᒥ ᐊᐅᓚᓯᒋᐊᕐᓂᐊᕐᑐᖅ ᐊᐅᔭᖓᓂ 2018.
- ᓄᑖᖑᔪᖅ ᐅᒥᐊᒃᑯᕕᐅᔪᖅ ᑲᖏᕐᓱᓂᕐᒥ ᐊᔪᕈᓐᓃᕈᑕᐅᓂᐊᕐᑐᖅ ᖃᓂᒋᔭᖓᓄᑦ ᐊᒻᒪᓗ ᕿᒪᒻᒥᐅᓂᕐᓴᖅ ᐅᐸᒍᑎᔪᓐᓇᕐᓗᑎᒃ.
- ᑕᓐᓇ 26-ᒋᔭᖓ ᓯᑯᓯᐅᑎᓕᕆᔩᒃᑯᑦ ᓯᒃᔭᒥ ᐸᕐᓴᐃᓂᕐᒧᑦ ᐱᖏᖕᓇᕐᑐᓕᕆᓂᕐᒧᑦ ᐅᒥᐊᒃᑯᕕᐅᔪᖅ ᑲᓇᑕᒥ, ᐊᒻᒪᓗ ᓯᕗᓪᓕᕐᐸᖑᓪᓗᓂ ᐅᑭᐅᕐᑕᕐᑐᒥ. ᐊ
- ᐅᓚᕕᒋᔭᖓᓂ ᓄᓇᖓᓂ, ᓯᒃᔭᒥ ᐅᒥᐊᒃᑯᕕᐅᔪᖅ ᐸᕐᓴᐃᓂᕐᒧᑦ ᐃᖃᓇᐃᔭᕐᑎᖏᑦ ᓯᕗᓪᓕᐅᖅᑕᕐᒪᑕ ᐅᐸᒍᑎᓪᓗᑎᒃ ᑐᐊᕕᕐᓇᕐᑐᓂᑦᑐᓄᑦ ᐃᒫᓂ ᑕᕆᐅᕐᒥ ᐃᖏᕐᕋᔪᓄᑦ ᐅᖁᒻᒫᓂᑦ ᐃᑲᔪᕐᑕᐅᔪᒪᔪᓄᑦ. ᐃᖃᓇᐃᔭᕐᑎᐅᔪᑦ ᐅᒥᐊᕐᒥ ᐃᓕᓐᓂᐊᕐᑎᑦᑎᖃᑦᑕᕐᓂᐊᒥᔪᑦ ᐃᓄᒃᓂᒃ ᐊᑦᑕᕐᓇᕐᑕᐃᓕᒪᓂᕐᒥᒃ ᐅᒥᐊᒃᑯᑦ.

ᐊᒃᑐᐊᔪᑦ ᑕᑯᔭᐅᕆᐊᒃᑲᓐᓂᕈᓐᓇᕐᑐᑦ

- Canadian Coast Guard search and rescue services
- Inshore Rescue Boat-North Program
- Inshore Rescue Boat program
- Oceans Protection Plan

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ᑐᑭᓯᒋᐊᒃᑲᓐᓂᕈᒪᒍᕕᑦ ᓯᑯᓯᐅᑎᓕᕆᔩᒃᑯᑦ ᒥᒃᓴᓄᑦ ᐅᓇ ᑕᑯᓗᒍ www.ccg-gcc.gc.ca.

ᑕᑯᔪᓐᓇᕐᒥᔭᐃᑦ ᐅᕙᖓ Facebook https://www.facebook.com/CanadianCoastGuard

ᑕᑯᕗᓪᓕᐊᔪᓐᓇᕐᑕᐃᑦ ᐅᕙᖓ Twitter! www.Twitter.com/CCG_GCC

Inshore Rescue Boat North

Project code: 8H310 Attention Required

Project Summary

A seasonal In-shore Rescue Boat (IRB) station, consisting of trained local personnel will be implemented in the Arctic to support increased near-shore search and rescue (SAR) operations.

This initiative will be Coast Guard's first IRB Station North of the 60th parallel in the Arctic and will complement the creation of the Arctic Coast Guard Auxiliary Region.

Status – Attention Required

- With the recent announcement of the station location, the project team is currently assessing the impacts to operational timelines, including interim operations for summer 2018 and the construction for a permanent facility. This is the rationale for the 'Attention Required' project health. This will be adjusted, as required for P11.

Key Accomplishments

- Rankin Inlet announced as location on January 4, 2018.
- Crew member selection process closed on January 12, 2018. Supervisor process to be online by mid-December 2017, with a closing date of late-January 2018.

Engagement to date

- January 4th – C&A senior management conducted engagement sessions by phone with various stakeholders (Government of Nunavut, Inuvialuit Corporate Group, Hamlet of Ranking Inlet, Civil Security Coordinator, Deputy Chief, Kativik Regional Police Force, Government of NWT, Nunavut Tunngavik Inc., Inuvialuit Regional Corporation, Qikiqtani Inuit Association).
- Community and college focus group were held in Inuvik, Cambridge Bay, Kuujjuaq, Iqaluit, by teleconference and were scheduled in Rankin Inlet on the project.
- Recruitment sessions promoting the Crewmember positions were held at targeted universities and colleges.

Risks and Challenges

- Postponed announcement of location has resulted in delays in project planning and implementation.
- If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements, then the incompleteness of this information may negatively impact the project objectives timeline.

Financial Information (system @ Jan. 19/18)

Salary

Budget	$182,242
Encumbered	$192,258
Free Balance	($10,016)
System Forecast	$192,258
System Variance	**($10,016)**

O&M

Budget	$768,484
Encumbered	$432,395
Free Balance	$336,089
System Forecast	$423,484
System Variance	**$345,000**

Minor Capital

Budget	$975,000
Encumbered	$595,471
Free Balance	$379,529
System Forecast	$524,019
System Variance	**$450,981**

O&M and Minor Capital: Surplus has been submitted as a planned Operating/Capital Budget Carry-Forward. Delay in the announcement caused timelines to move to the right – this funding is required next fiscal year.

Inshore Rescue Boat North

Project code: 8H310 Attention Required

Project Summary

A seasonal Inshore Rescue Boat (IRB) station, consisting of trained local personnel will be implemented in the Arctic to support increased near-shore search and rescue (SAR) operations.

This initiative will be Coast Guard's first IRB Station North of the 60th parallel in the Arctic and will complement the creation of the Arctic Coast Guard Auxiliary Region.

Status – Attention Required

- With the recent announcement of the station location, the project team is currently assessing the impacts to operational timelines, including interim operations for summer 2018 and the construction for a permanent facility. This is the rationale for the 'Attention Required' project health. This will be adjusted, as required for P11.

Key Accomplishments

- Rankin Inlet announced as location on January 4, 2018.
- ~~Crew member selection process closed on January 12, 2018. Supervisor process to be online by mid-December 2017, with a closing date of late-January 2018~~.
- Staffing processes for both Crewmember and Supervisor positions are underway, with interviews commencing in February 2018.
  - Crew member selection process closed on January 12, 2018.
  - Supervisor process to close on January 26, 2018.
- Completed 5 consultation meetings/calls with senior government or organizational leaders, 9 focus groups with colleges and communities, 8 recruitment information sessions, and informed 10 senior government leaders prior to location announcement.
- Procured and transported in September (ahead of ice formation) critical operational assets and secured a verbal agreement for an interim operational location to enable 2018 Summer IRB North season.

Engagement to date

- January 4th – C&A senior management conducted information briefings by phone with various stakeholders (Government of Nunavut; Inuvialuit Corporate Group; Hamlet of Rankin Inlet; Civil Security Coordinator, Deputy Chief, Kativik Regional Government; Kativik Regional Police Force; Government of Northwest Territories; Nunavut Tunngavik Inc.; Inuvialuit Regional Corporation; Qikiqtani Inuit Association).

Financial Information (system @ Jan. 19/18)

Salary	
Budget	$182,242
Encumbered	$192,258
Free Balance	($10,016)
System Forecast	$192,258
System Variance	**($10,016)**

O&M	
Budget	$768,484
Encumbered	$432,395
Free Balance	$336,089
System Forecast	$423,484
System Variance	**$345,000**

Minor Capital	
Budget	$975,000
Encumbered	$595,471
Free Balance	$379,529
System Forecast	$524,019
System Variance	**$450,981**

O&M and Minor Capital: Surplus has been submitted as a planned Operating/Capital Budget Carry-Forward. Delay in the announcement caused timelines to move to the right – this funding is required next fiscal year.

- Community and college focus group were held in Inuvik, Cambridge Bay, Kuujjuaq, Iqaluit, by teleconference and were scheduled in Rankin Inlet on the project.
- Recruitment sessions promoting the Crewmember positions were held at targeted universities and colleges.

Risks and Challenges

- Postponed announcement of location has resulted in delays in project planning and implementation.
- If insufficient time is taken to engage with all key stakeholders to fully define appropriate interim and permanent station requirements, then the incompleteness of this information may negatively impact the project objectives timeline.
- If unfavourable Arctic environmental (e.g. extreme weather, prolonged winter conditions, early summer) conditions occur, then there may be negative impacts to project. Reliance on shipping/transport, deferred construction and delayed installation of equipment (i.e., delays to the project timeline) could be expected.
- If there is a failure to negotiate an agreement for use of land with the Territorial Government and Inuit land claim organizations, then this would significantly delay the project timeline.

8H310: Inshore Rescue Boat North (IRB)

DESCRIPTION:
The Coast Guard has primary responsibility for the provision of the maritime component of the federal search and rescue system. While Canada enjoys a strong safety record on its waters, incidents do occur and effective search and rescue missions must take place to minimize lives at risk. This initiative will complement the creation of the Arctic Canadian Coast Guard Auxiliary branch, and will also:

- augment the search and rescue capacity of the Canadian Coast Guard in areas where marine traffic growth is occurring or anticipated, or where gaps in search and rescue coverage have been identified
- ensure that the Coast Guard is equipped to continue to successfully deliver the maritime component of the federal search and rescue system

The In-shore Recue Boat North (IRB) project will complement the SAR Lifeboats project as well as the creation of the Arctic Coast Guard Auxiliary Region project, and will contribute to Pillar I of the OPP.

% ARCTIC FOCUS: 100%

% ARCTIC FOCUS BREAKDOWN (% OF ARCTIC FOCUS PER PROJECT ACTIVITY CATEGORY)

Engagement	Operations	Technical
20%	80%	0%

BUDGET and FTEs PER WBS

FTEs	110 Salary			120 O&M		
	FY 19/20	*FY 20/21*	*FY 21/22*	*FY 19/20*	*FY 20/21*	*FY 21/22*
1	$278,701.56	$278,701.56	$278,701.56	$240,000	$240,000	$240,000

PROJECT RECOMMENDATION:

Because this project is focused exclusively on the Arctic, this project should be moved to the Arctic Region, and would benefit from an Arctic Region RPM.

In order to support this project in the Arctic Region, it is recommended that the entire regional budget be moved to the new Region. The one FTE position identified with this project is a sunset position for FY 21/22. *The remaining salary dollars pay the IRB students.

Bériault, Suzanne

From:	Brooks, Robert
Sent:	March 2, 2018 1:03 PM
To:	Garapick, Peter; O'Rourke, Neil; Woods-Gauthier, Maxime
Cc:	Unterganschnigg, Kimberley
Subject:	Re: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

Gary Ivany and Derek Moss - I would suggest

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Garapick, Peter
Sent: Friday, March 2, 2018 12:54 PM
To: O'Rourke, Neil; Brooks, Robert; Woods-Gauthier, Maxime
Cc: Unterganschnigg, Kimberley
Subject: Re: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

Neil, who should I contact in Ops?

Thanks,

Peter Garapick
Superintendent, Arctic Search and Rescue Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552
Original Message
From: O'Rourke, Neil
Sent: Friday, March 2, 2018 11:11
To: Brooks, Robert; Woods-Gauthier, Maxime
Cc: Unterganschnigg, Kimberley; Garapick, Peter
Subject: RE: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

I didn't raise this as it is really for OPS to do so. I am happy to help if Peter can't get any traction through the OPS side.

Thanks
Neil

-----Original Message-----
From: Brooks, Robert
Sent: Wednesday, February 28, 2018 8:27 PM
To: O'Rourke, Neil <Neil.O'Rourke@dfo-mpo.gc.ca>; Woods-Gauthier, Maxime <Maxime.Woods-Gauthier@dfo-mpo.gc.ca>
Cc: Unterganschnigg, Kimberley <Kimberley.Unterganschnigg@dfo-mpo.gc.ca>; Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Subject: Fw: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

Neil

Saw Peter G. In Iqaluit yesterday - see below. Long story short - CCG looking for RCAF air lift to get equipment to Ranking for the IRB - commercial options are costly, over $70K.

RCAF has advised that we would need to follow a strict process which includes a request Minister to Minister for the airlift support.

Perhaps you can raise this at the morning ops table tomorrow - further detail below.

We could provide a memo to Min or other product if needed - perhaps if opportunity presents, it could be an item to discuss in the next CCG MINO brief? Not sure if one is scheduled this Friday?

Thoughts?

R

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Sent: Tuesday, February 27, 2018 8:33 PM
To: Beveridge, Leah; Brooks, Robert
Cc: Thompson, Steve A
Subject: Fw: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

As discussed.

Peter Garapick
Superintendent, Arctic Search and Rescue Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552
Original Message
From: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Sent: Tuesday, February 27, 2018 08:31
To: Lipohar, Peter
Cc: Dussault, Sheyla; Peter.lipohar@forces.gc.ca; luc.boucher@forces.gc.ca; Kenneth.Dubie@forces.gc.ca; d'arcy.roff@forces.gc.ca; Gagnon, Mark; Thompson, Steve A
Subject: Re: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

Peter,

Thank you for the email and explanation. I will folowup with our Policy people and pursue the Minister to Minister option, but will concurrently pursue commercial Transportation. If the internal option were to happen fast (a challenge), we will chose that.

I will keep you posted.

Thanks again,

Peter

Superintendent, Arctic Search and Rescue Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552

Original Message
From: Lipohar, Peter
Sent: Tuesday, February 27, 2018 08:26
To: Garapick, Peter
Cc: Dussault, Sheyla; Peter.lipohar@forces.gc.ca; luc.boucher@forces.gc.ca; Kenneth.Dubie@forces.gc.ca; d'arcy.roff@forces.gc.ca
Subject: RE: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

Peter,

Thank you for your explanation for requesting airlift. I provided your reasoning to our Policy and Legal personnel at the Strategic Joint Staff (SJS) for assessment. The SJS provides guidance to the Chief of Defence Staff (CDS) on a wide variety of matters, including Requests for Assistance (RFA).

According to the federal Government's Provision of Service Manual, your request does not meet the criteria. Specifically:

A service should not be provided if that service will:

a. place Defence in competition with a private industry; ...

SJS made it quite clear that all government departments must follow the Manual however there are exceptions to every rule. Because the SJS assessment is that it does not meet the criteria, a request from your Minister to our Minister is required. I recommend that you forward the request through your policy and legal personnel and if they see a way to justify it, they seek support from your Minister. At that point, an email can be sent to the Government Operations Centre for assistance in drafting the Provision of Service Request for the formal Minister to Minister RFA. Maj D'Arcy Roff (GOC Liaison Officer, Cc'd) can assist with guiding you through this process. The request should ask for support from the RCAF as my organization (CJOC), has no capability to provide airlift for this.

I understand that this seems quite the process however our hands are tied. Even though this idea has merit and appears to be good for both Departments, unfortunately the process cannot be circumvents.

Please feel free to call if you have questions.

Pete

Lieutenant-Colonel Pete Lipohar, CD

Military Liaison Officer to Department of Fisheries and Oceans, Canadian Coast Guard, Transport Canada Department of National Defence / Government of Canada Peter.lipohar@forces.gc.ca/ Tel: 613-945-2744 / BB: 613-447-8048

Officier de Liaison Militaire pour Ministère des Pêches et des Océans, Garde côtière canadienne, Ministère des Transports Ministère de la Défense nationale/ Governement du Canada Peter.lipohar@forces.gc.ca/ Tél: 613-945-2744 / BB: 613-447-8048

From: Garapick, Peter
Sent: February 23, 2018 16:22
To: Lipohar, Peter
Cc: Dussault, Sheyla
Subject: RCAF Airlift Assitance for new CCG Rankin Inlet SAR Station

s.20(1)(c)

Hello Peter,

Attached are documents which are quotes from three transportation companies who provided estimates for shipping our SAR Station materials to Rankin Inlet.
The estimates from [redacted] are all either side of $70 000.00.
This cost does not include the logistics required to meet their shipping constraints.

Currently, we are packing the equipment into 3 PODS (www.pods.com<http://www.pods.com>) that will be driven from Burlington, ON to Winnipeg and stored temporarily at a CCG/Fisheries and Oceans site there. The reason for this is to have them close to the Winnipeg airport where we can utilise commercial air transportation or, if the options is available, RCAF aircraft.

Aside from the funds required to send this by commercial air, there are issue of logistics and efficiency that are concerns. Partnering with the RCAF for Airlift to operationalise the new SAR station in Rankin is our preferred option.

As you are aware, the CCG and RCAF are close partners in SAR across the country. Our agencies work as 1 team in 3 Joint Rescue Coordination Centres (JRCC Halifax, Trenton and Esquimalt). We work in numerous dynamic teams on the water and in the air when tasked to respond to vessels in distress and in weekly exercises. CCG and RCAF are members of CJOC to ensure the National SAR System remains as efficient and effective as possible. CCG has operated at CFB Trenton every spring for over 10 years as the base for Inshore Rescue Boat (IRB) Training for the 6 stations in the Great Lakes. Now, the RCAF-CCG partnership has also expanded in Rankin itself where we will use hangar space at the FOL for storage and living space at the PAB for 2 years while the permanent SAR station is designed and constructed.

The Rankin Inlet Inshore Rescue Boat SAR Station is the very first permanent CCG SAR Station in the Arctic. As part of the Oceans Protection Plan it is a very high profile initiative as it reflects the high priority of the Government for indigenous engagement – the SAR station will be staffed by a crew of 6 Inuit young people who will respond to boaters from Rankin and neighbouring communities of Chesterfield Inlet, Whale Cove and potentially Arviat.

The establishment of this IRB-North SAR Station responds to the practical issue of a gap in the SAR system on the western shores of Hudson Bay. This station will be the 25th in the country and we expect it to be as effective as the other 24 stations where we have seen countless lives saved over 40 years of IRB operations. These stations, with their Fast Rescue Craft and highly trained crews, can be tasked quickly for local incidents, substantially reducing the need for the tasking of other assets such as lifeboats (where available) or in the Arctic, CCG icebreakers and RCAF aircraft (fixed and rotary wing). This reduces the inefficient (cost wise) and sometimes ineffective (SAR wise) long transit times from southern bases to the north and also reduces the risk to aircrews and SARTECHs when tasked to respond in the harsh environment of the Arctic.

The IRB-North Implementation Team has worked very hard to achieve the operational objective of June 2018, having only started the project in May 2017 when the green light was given. The Arctic winter season precludes shipping to Rankin Inlet before July due to ice, thus using marine transportation is not an option – air is our only choice to meet the operational objective of June 2018, prior to the boating and shipping season.

The equipment we are shipping is composed a wide variety of gear: SAR equipment, boat equipment, beds and bedding, washing machine/dryer, Personal Protection Equipment, etc. It also includes a pickup truck that cannot be shipped by commercial air. Everything that is imperative for an operational SAR station, and we are starting from scratch. Our goal is for this equipment to arrive in Rankin Inlet by early May so that SAR personnel have time to install it on the boat, move it to the PAB and a set up the PAB to be ready for the arrival of the crew in mid-June as there is limited accommodations and storage options in Rankin Inlet.

Peter, this airlift can be accomplished by commercial air services but I believe the unique relationship that RCAF and CCG share in SAR provides an opportunity to partner that will ensure that this time-sensitive and high-profile initiative is successful. The fact that the aircraft could deliver the a CCG payload directly to the RCAF FOL, with a dedicated taxiway and apron, exemplifies the close working relationship that our agencies share in SAR but now also in Rankin Inlet and Hudson Bay.

I look forward to speaking with you about whether the RCAF can be involved in this CCG airlift; the sooner we can learn this will be very beneficial in the case that we must pursue commercial option which will take time to reserve space, create contracts and make arrangements with commercial Transportation companies.

Kindest Regards,

Peter G
Superintendent, Search & Rescue - Arctic | Surintendant, Recherche & sauvetage - Arctique Canadian Coast Guard | Garde côtière canadienne Central and Arctic Region | Région du Centre et de l'Arctique

Cell/portable: (519) 312-4552
e-mail/courriel: peter.garapick@dfo-mpo.gc.ca<mailto:garapickp@dfo-mpo.gc.ca>

[Description : Description : cid:image001.png@01D00597.3C051130]

s.21(1)(b)

From: Thompson, Steve A
Sent: February-13-18 16:29
To: Garapick, Peter
Cc: Gagnon, Mark; Landry, Jean-Sebastien
Subject: RE: airlift

Hi Peter,

Please find attached couple of quotes for commercial cargo transportation for our items. There is a wide range in costs, and not all carriers accept dangerous goods. I've requested quotes from all carriers that will serve Rankin Inlet, and will provide more as they are received.

Please note that this does not include the Ford F350, which would need to be sent up via Desgagnés and will not arrive until late July at the earliest. Now, if this was the case, IRB-N operations for the first part of July are solely reliant on the one of the local fuel company's (M&T) pickup truck with a slip tank in order to fuel the vessel. As the only truck in town I am aware of [redacted] to fuel the vessel for a month, we are really putting our faith in M&T and that one truck.

Respectfully,

Steve Thompson
Senior Officer, Search and Rescue – Arctic Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca<mailto:steve.thompson2@dfo-mpo.gc.ca>

Agent principal, Recherche et Sauvetage – Arctique Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca<mailto:steve.thompson2@dfo-mpo.gc.ca>

[Description : Description : Description : cid:image001.png@01D00597.3C051130]

From: Garapick, Peter
Sent: February-13-18 12:18 PM
To: Thompson, Steve A; Gagnon, Mark; Landry, Jean-Sebastien
Subject: Fw: airlift

Steve, let's talk about how a report back to RCAF (Pete L) and/or BN or one-pager up the pipe might get us the flights. I am going to learn my travel fate at 1130h Central. Can we talk this eveing?

Peter Garapick
Superintendent, Arctic Search and Rescue Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552
From: Peter.Garapick@dfo-mpo.gc.ca<mailto:Peter.Garapick@dfo-mpo.gc.ca>
Sent: Tuesday, February 13, 2018 11:16
To: Dussault, Sheyla
Subject: Re: airlift

Thx. And CG and RCAF are partnering in Rankin with us moving into the PAB and FOL for a couple of seasons. So we are partners in SAR ops, in JRCC's and sharing facilities.
I will get my arguments on paper.

Peter Garapick
Superintendent, Arctic Search and Rescue Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552
From: Dussault, Sheyla
Sent: Tuesday, February 13, 2018 11:13
To: Garapick, Peter
Subject: airlift

Bonjour Peter,

Just spoke with Pete who indicated that your request for airlift has been brought up the SJS chain of command. All they need is the info to be able to slice one way or another.

Between us: I emphasized that one aircraft bringing pallets of kit to start the first official SAR station in the North after a couple years of discussion to integrate communities in our system may weigh heavily in the scale, and we may need to be ready to get this done (photo op).

Hoping it'll help...

Sheyla

Sheyla Dussault
Manager – Search and Rescue
Canadian Coast Guard, Operations

Gestionnaire – Recherche et Sauvetage
Garde Côtière canadienne, Opérations
Cell 613-863-7450 / Tel 613-990-8153
sheyla.dussault@dfo-mpo.gc.ca<mailto:sheyla.dussault@dfo-mpo.gc.ca>

Saluti Primum Auxilio Semper

PROJECT CHANGE REQUEST NO: 8H310-2-004

Date:	April 3, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M
Description of Change:	This PCR is being raised to account for an additional $151,628 in Salary and an additional $136,918 in Operations & Maintenance. These amounts are being sought on a one-time only basis, and additional salary and O&M funding will be coming out of the projects A-Base funding in future years. The project is required to submit an Org Request in order to factor in these amounts within the project's on-going funding following the 2018/2019 fiscal year.
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.
Is this a request to access project Contingency funding?	☐ Yes ☒ No
Is this a CARRY FORWARD request?	☐ Yes ☒ No
Type Of Change:	Arising: ☒ Minor ☐ Major New Work: ☐ Minor ☐ Major Must select one: ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)
Change Priority:	☐ Low ☒ Medium ☐ High

Impacts:

Background	In summary: Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02. Operations & Maintenance – Even with the $345,000 carry forward submitted in 2017/18, the program will require an additional $136,918 for 2018/19 operations. This roughly corresponds to the costs required to airlift the necessary supplies to Rankin Inlet and the lease cost of the DND facility for use in interim operations (reference PCR 8H310-02-002 for 2019/20 and 2020/21 on this), due to the delayed location announcement. Had the location been confirmed earlier, we may have been able to forgo some of these costs and utilized the 2017 commercial sealift for larger items. At this point, it is the only way for

Salary: Pay conditions Crew...

O&M: - upkeep - transp. costs ship 2 plane up North

	operations to commence in June 2018. These costs are also due to the fact that the RCAF is not able to airlift our supplies north anymore, as was originally believed to be the case. Capital – 2018/19 will represent the start of the process to erect a permanent facility in Rankin Inlet. This will come with significant costs, but the program has carried forward all $6,500,000 originally issued in 2017/18. Much of this will also be carried forward into 2019/2020, depending on the pace of design and construction.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this additional funding is not approved.
Financial	(see table below)

Current Year (CYBA) Adjustment ($000's)
SALARY ONLY

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 179,661.97	$ 331,289.97	$ 151,628
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 179,661.97	$ 331,289.97	$ 151,628
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02.

Financial

Current Year (CYBA) Adjustment ($000's) O&M FUNDING			
	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 276,000	$ 412,918	$ 136,918
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 276,000	$ 412,918	$ 136,918
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, only one operational supervisor, isolated post allowances etc.).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project's additional funding request for the 2018-2019 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-00

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	p.i. André Vallée Marc-André Meunier, Project Director 8H310	18-09-2018

OPP SECRETARIAT

Finance Analyst	Change Cost Analyst	Project Management Lead 07.09.2018 *

☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date: September 18, 2018
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	Oct. 1, 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor Franck Hounzangbé	2018-10-04
Comments		

One time! * Org change request is required for future years. 07.09.2018.

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Additional O&M funding			$ 276,000	$ 136,918.0	$ 136,918.0
1.1.8.1.2.3	Additional salary funding			$ 179,661.97	$ 151,628.0	$ 151,628.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

Inshore Rescue Boat North
Engagement Plan

Last Modified: April 18, 2018

1. Introduction

- This document sets out a strategy for the Canadian Coast Guard (CCG) to engage with stakeholders and Indigenous organizations on the Inshore Rescue Boat North project. The engagement plan includes engagement objectives; partners and stakeholders; and the overall approach to engagement.
- This initiative falls under the Oceans Protection Plan "On-Water Presence and Response Capacity" pillar, ensures the Canadian Coast Guard will uphold its mandate to Canadians to deliver on water response in the event of maritime incidents.
- This engagement plan builds on engagement with Inuit and other Indigenous partners in 2017 that confirmed their desire to participate in the development of an Inshore Rescue Boat station in the Arctic.
- For the 2018 season, the Coast Guard was focussed on maximizing Inuit participation; however, the Treasury Board Submission explicitly states that (emphasis mine):

  An in-shore rescue boat station will be established in the Arctic region. Currently, the Arctic is the only one of Canada's three coasts that doesn't have dedicated federal search and rescue resources, outside of the federally funded volunteer units of the Coast Guard Auxiliary. The location of this seasonal station will be determined through site visits and data analysis during the 2017 navigation season, which will also take into account the most appropriate location and crewing model to maximize ***Indigenous*** *participation. This initiative will complement the creation of the Arctic Canadian Coast Guard Auxiliary branch.*

- As such, after consultation with, and concurrence by CCG Senior Management, engagement may be required in order to expand the area of selection from 'Inuit' to 'Indigenous'. This would be required for any partners and stakeholders, listed in Section 5.
- This engagement plan outlines a two-phased approach:

  1. **Phase 1 (mid-2018):**
     a. Discuss success/areas for improvement of engagement for Inshore Rescue Boat North engagement in 2017/18.

  2. **Phase 2 (2018/19):**
     a. Continued engagement with partners and stakeholders for subsequent operational years. This includes aspects related to recruitment, promotion, procurement and the eventual building of a permanent facility.

2. Objectives – Phase 1 and 2

- The objectives of this engagement strategy are to:
  - Inform targeted audiences of the Inshore Rescue Boat North initiative and the status of work;

- Obtain their views on possible models for recruitment, promotion, procurement and construction, grounded on partnerships with northern Indigenous organizations, and on priority for future federal marine services and investments;
- Develop/assess options for an operational model jointly with land claims organizations and territorial and provincial governments;
- Provide feedback to partners and stakeholders on views and input collected during the engagement;
- Initiate discussions around implementation requirements for the operational requirements
- Gain an understanding of service and infrastructure gaps

3. Links to other OPP initiatives

The Inshore Rescue Boat North project has links to the following OPP initiatives:

- *The Low-Impact Northern Marine Transportation Corridors (Corridors)*: are dynamic shipping routes in Canada's North that will be used as a framework to guide future federal investment, services and activities, in partnership with Inuit and other Indigenous organizations, Provinces, Territories, and industry. Investments will be informed by consideration of local usage, historical and current traffic patterns, location of breeding grounds for marine mammals and migratory birds, and local community knowledge, among other inputs. To support the implementation of the Corridors, TC, CCG and CHS will lead the development of (a) collaborative governance model(s) inclusive of Indigenous partnerships during the development of the governance model(s), TC, CCG and CHS will work with a broad range of partners, including: (1) Indigenous groups; (2) Provinces and Territories; (3) industry partners active in the North;(4) federal partners, including INAC; and (5) academia and interested non-governmental organizations. The governance structure will be involved in the future development, implementation and management of the Corridors.
- Cumulative Effects of Marine Shipping (TC): The development of a cumulative effects framework for marine shipping will help TC better understand the linkages from marine vessel activities to the stressors it generates and to the effects those stressors have on specific parts of the human, biotic or physical environment.
- *Maritime Awareness Information System (TC and CCG)*: This initiative aims at developing a platform, available on the web, to share near-real time information on maritime traffic. This platform will include terrestrial AIS from CCG and SB-AIS to be acquired in collaboration with the Canadian Space Agency. A first version of the platform, to be delivered before April 2018, will be made accessible to Indigenous and coastal communities.
- *Proactive Vessel Management (TC):* A collaborative approach to identifying and managing marine traffic in local waterways on all three coasts, including the Arctic, will be developed. This will include the development a framework to identify areas where local management actions, such as routing and speed controls, could minimize environmental, cultural and social impacts, as well as conflicts between users.

- *Increased Presence and Extended Season in the Arctic (CCG):* The presence of CCG icebreakers in the Arctic will be extended to support mariners earlier and later in the season and complement investments to make Arctic resupply operations faster, safer and more efficient for remote communities.

- *Arctic CCG Auxiliary Chapter (CCG):* Expansion of the Coast Guard auxiliary in the Arctic in partnership with existing chapters in Central and Arctic, Quebec and Newfoundland and Labrador to support continued growth of community-based marine emergency response capacity in the region.

- *Improved charting in the Arctic (CHS)*

4. Project leads

Name	Role	Department	Contact
Peter Garapick	Superintendent, Search and Rescue - Arctic	Canadian Coast Guard	(519) 312-4552 peter.garapick@dfo-mpo.gc.ca

Engagement Plan developed by:

Name	Role	Department	Contact
Steve Thompson	Senior Officer, Search and Rescue - Arctic	Canadian Coast Guard	438-993-4622 steve.thompson2@dfo-mpo.gc.ca

5. Partners and stakeholders

Please find below the appropriate contacts related to the announcement of the Inshore Rescue Boat station in Rankin Inlet, NU. The key contact in each group is highlighted in yellow.

1. **Hamlet of Rankin Inlet:**
   a. Mayor – Robert Janes
   b. Senior Administration Officer – Justin Merritt

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Mayor Robert Janes
Work: 867 645-2895
Home:
Email: hydra@qiniq.com

If Mayor Janes cannot be reached directly, please contact the SAO to schedule a meeting:
Senior Administration Officer (SAO):
Justin Merritt
Work: 867 645-2895
Email: sao@rankininlet.ca

2. **Government of Nunavut:**
   a. Minister (Community and Government Services) – Lorne Kusugak (Rankin Inlet South)
   b. Assistant Deputy Minister (Community and Government Services) – Eiryn Devereaux.

c. Deputy Premier Minister of Family Services, Minister responsible for Homelessness – Joe Savikataaq (Arviat South). Previously Minister Community and Government Services.

Note – there have been personnel changes in this department. Ed Zebedee has moved up but may be the best person to contact.

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Ed Zebedee
Director of Protection Services
Government of Nunavut
Phone: 867 975-5448
Cell:
EZebedee@gov.nu.ca

Jimmy Noble
Director of Emergency Management
Government of Nunavut
Phone: 867 975-5477
JNoble@gov.nu.ca

3. **Nunavut Tunngavik Incorporated:**
   a. Chief Operating Officer – formerly Udlu Hanson (appointed Deputy Minister, Department of Economic Development and Transportation for Government of Nunavut, effective January 8, 2018)

Vacant
Chief Operating Officer
P.O Box 638, Iqaluit, NU X0A0H0
867-975-4900

4. **Government of Northwest Territories:**
   a. Assistant Deputy Minister (Department of Municipal and Community Affairs) – Robert Tordiff

Kevin Brezinski
Director, Public Safety Division
Government of the Northwest Territories
Tel: (867) 873-7565
Fax: (867) 873-0309
kevin_brezinski@gov.nt.ca

Ivan Russell
Manager, Emergency Measures
Public Safety
Government of the Northwest Territories
Phone: 867 767-9161 Ext. 21023
Cell:
Fax: 867 873-0309
Ivan_Russell@gov.nt.ca

5. **Kativik Regional Government Appropriate Contacts:**
   a. Director General (Management Team, KRG) – Michael Gordon

Craig Lingard
Civil Security Coordinator
Kativik Regional Government
Tel: 819-964-2961 #2312
Fax: 819-964-0659
CLingard@krg.ca

6. **Nunatsiavut Government:**

Tim McNeill
Deputy Minister of Education and Economic Development
Office:1A Hillcrest Road
City: Happy Valley-Goose Bay
Tel:709-896-8582 Ext. 256
Email: tim.mcneill@nunatsiavut.com

The following represents other interested individuals and associations,:

7. **Kivalliq Inuit Association**
David Ningeongan
President
Phone: 867-645-5727
dningeongan@kivalliqinuit.ca

8. **Kitikmeot Regional Inuit Association**
Paul Emingak
Executive Director
Phone: 867-983-2458
execdir@kitia.ca

Michelle Buchan
Manager, Inuit Employment and Training
Phone: 867-983-2458 x 255
employment@kitia.ca

9. **Qikkiqtani Inuit Association**
Navarana Beveridge
Executive Director
Phone: 867-975-8400
nbeveridge@qia.ca

10. **Inuvialuit Regional Corporation:**
Vina Norris
Human Resources Manager
Tel: 867-777-7090
Cell:
Fax: 867-777-4506
vnorris@inuvialuit.com

6. Approach and Methodology

The guidance of the OPP Arctic Hub / OPP Project Management Office will be sought to integrate and leverage planned outreach on related initiatives. For the time being, the following approach is proposed:

1. Follow-up meeting with the town council of the hamlet of Rankin Inlet to discuss the following items:
   - Requirements / timeline for permanent SAR station, including zoning variances required
   - Community support / reaction to interim operations during 2018 season
2. Engagement / promotion sessions will be held at the operational level, with meetings held at with local response partners, to follow-up on the 2018 SAR season:
   - Rankin Inlet – Hunters and Trappers Association, First Responders, CCGA, Medical personnel
   - Iqaluit – Government of Nunavut Emergency Management Office
   - Kivalliq regional mayors – update on how the program works, benefits it provides
   - Nunavut Association of Municipalities – on recruitment efforts
3. Follow-up engagement sessions could be held in each of following land claim areas in 2018/19 in order to understand how to maximize ***indigenous*** participation:
   - Inuvialuit Settlement Region (ISR)
   - Nunavut
   - Nunavik – Makivik Corporation / Kativik Regional Government
   - Nunatsiavut / Nunatukavut (no initial session conducted)
4. Engagement / promotion sessions will be held at the community level, with meetings held at strategic location/regional hubs:
   - Whitehorse
   - Cambridge Bay
   - Rankin Inlet
   - Yellowknife
   - Iqaluit
   - Kuujjuaq
   - Happy Valley – Goose Bay
5. Engagement / promotion sessions will be held at selected educational institutions, with meetings held at strategic location/regional hubs:
   - Whitehorse
   - Inuvik
   - Victoria
   - Vancouver
   - Kamloops
   - Prince George
   - Athabasca
   - Edmonton
   - Calgary
   - Yellowknife
   - Cambridge Bay
   - Saskatoon
   - Rankin Inlet
   - Winnipeg
   - Thunder Bay
   - Ottawa
   - Iqaluit
   - Montreal

- St. John's

6. Engagement / promotion sessions will be held at selected conferences / trade shows, with meetings held at strategic location/regional hubs:

- Iqaluit – Baffin Regional Chamber of Commerce – September 18-20, 2018
- Rankin Inlet – Kivalliq Trade Show – September 24-26, 2018
- Cambridge Bay
- Yellowknife
- Ottawa – ArcticNet Annual Scientific Meeting – December 10-14, 2018

7. Collective meetings could be held with territorial and provincial governments in 2018/19. Opportunities to meet at existing P/T or marine specific fora will be sought:

- Federal Emergency Coordination Group - Francois Poulet (francois.poulet@canada.ca)
- Nunavut Federal Council - Shaun Cuthbertson (shaun.cuthbertson@servicecanada.gc.ca)
- Arctic Security Working Group (November 2018)
- Whitehorse
- Yellowknife
- Winnipeg
- Iqaluit
- Toronto
- Ottawa
- St. John's
- Happy Valley-Goose Bay

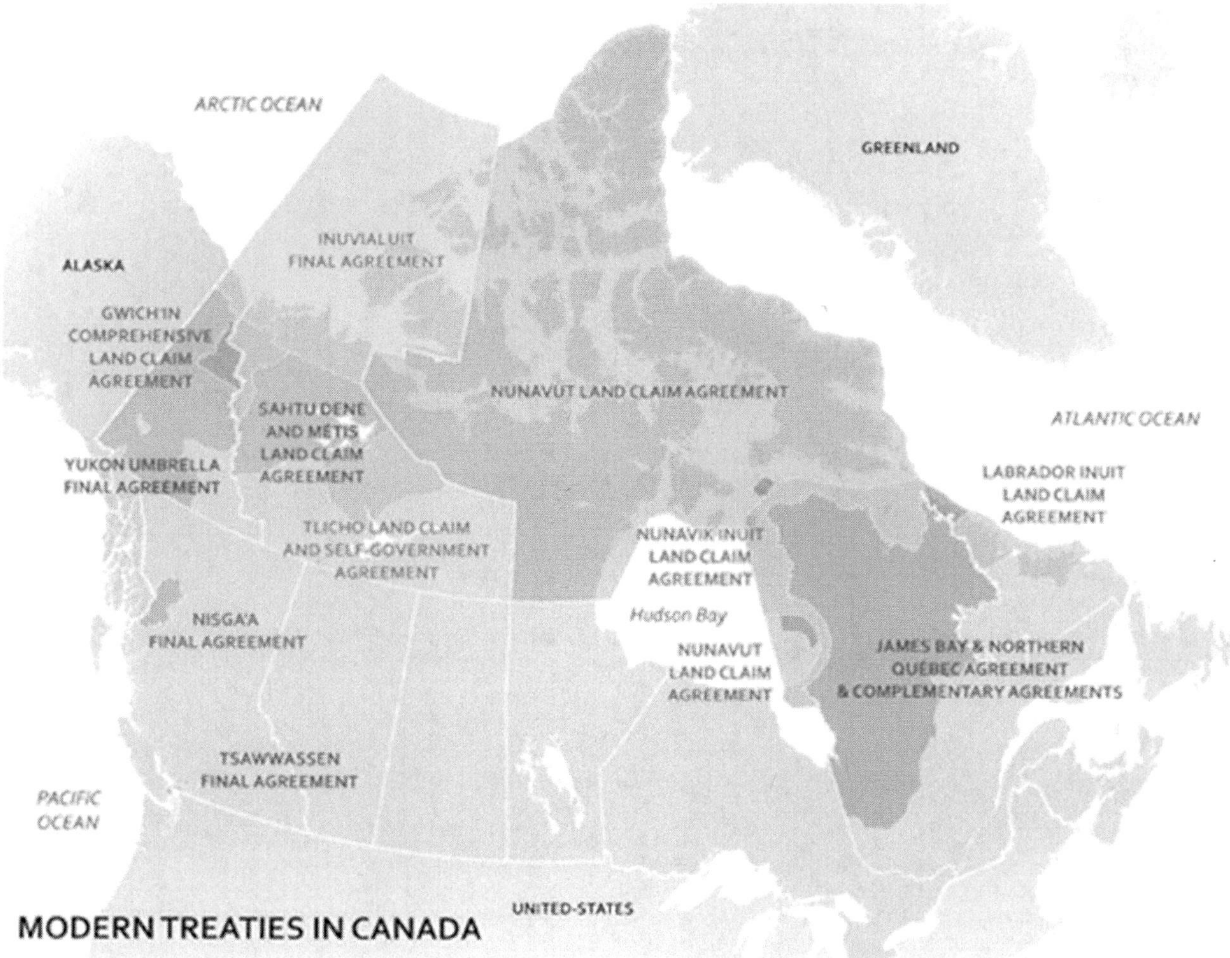
8. A collective engagement session(s) could be held with marine shipping Industry stakeholders, ideally on the margins of Northern (Fall 2018) or Canadian CMAC (December 2018)

7. Proposed timeline

Phase	Activities	Who's involved	Proposed dates
Planning	Draft engagement plan	Steve Thompson	April 2018
Internal Consultations OPP	Share draft engagement plan with OPP National Engagement Hub/ Arctic Engagement Hub	Steve Thompson Peter Garapick	May 2018
Phase 1	Feedback on Phase 1 Activities	Steve Thompson Peter Garapick	June 2018
Draft 1	Modifications completed to engagement plan, if required	Steve Thompson	June 28, 2018
AC Review	Assistant Commissioner Review		
Draft 2	Second draft of the engagement plan completed	Steve Thompson	August 1, 2018
	Prepare for Senior Management Briefing/ Approvals (deck, briefing material)	Steve Thompson	August 15, 2018
Approval	Final Engagement Plan Approved	Steve Thompson	August 30, 2018

Phase	Activities	Who's involved	Proposed dates
Initiation: Second Round of Engagement	Engagement Sessions: Government consultations Community visits Educational Institution visits Trade Shows	Steve Thompson Peter Garapick Mark Gagnon	Fall-Winter 2018

ANNEX A: MODERN TREATIES IN CANADA



Fisheries and Oceans Canada
Correspondence Routing Slip

Fiche d'acheminement de correspondance
Pêches et Océans Canada

UNCLASSIFIED
2018-412-00011
EKME #: 3902484

To: / Pour:	Dominic Laporte	Date:	MAY 2 2 2018

Object: / Objet: **APPROVAL OF LEASE BETWEEN THE CANADIAN COAST GUARD AND THE DEPARTMENT OF NATIONAL DEFENSE TO DELIVER THE INSHORE RESCUE BOAT STATION IN RANKIN INLET UNDER THE OCEANS PROTECTION PLAN**

From / De: Franck Hounzangbé, A/Assistant Commissioner, Central & Arctic Region

Additional approvals:

CCG OPP DG Steering Committee
Regional Management Board, C&A

[ ]	Material for the Minister / Documents pour le Ministre	[X]	Your Signature / Votre signature	[ ]	Information

Remarks: / Remarques: The purpose of this memorandum is to seek approval to allow the Canadian Coast Guard (CCG) Central and Arctic Region (C&A) to enter into a lease agreement with the Department of National Defense (DND). This lease will serve as a short-term solution for the Inshore Rescue Boat (IRB) Station in Rankin Inlet under the Oceans Protection Plan until a permanent facility is constructed.

Drafting Officer/ Rédacteur: Peter Garapick/Katia Jollez

Fisheries and Oceans Canada | Pêches et Océans Canada

UNCLASSIFIED

2018-412-00011
EKME #: 3902484

MEMORANDUM FOR THE ASSISTANT DEPUTY MINISTER, HUMAN RESOURCES AND CORPORATE SECURITY

APPROVAL OF LEASE BETWEEN THE CANADIAN COAST GUARD AND THE DEPARTMENT OF NATIONAL DEFENSE TO DELIVER THE INSHORE RESCUE BOAT STATION IN RANKIN INLET UNDER THE OCEANS PROTECTION PLAN

SUMMARY

The purpose of this memorandum is to seek approval to allow the Canadian Coast Guard (CCG) Central and Arctic Region (C&A) enter into a lease agreement with the Department of National Defense (DND). This lease will serve as a short-term solution for the Inshore Rescue Boat (IRB) Station in Rankin Inlet until a permanent facility is constructed. This lease will ensure that the Department of Fisheries and Oceans (DFO) and CCG can deliver on its Treasure Board commitment of operating an IRB station in the North for the summer 2018 period, as announced by Minister Leblanc in January 2018.

This solution is recommended by the Assistant Commissioner of the C&A Region, and is supported by the C&A Regional Management Board. The proposed cost of the lease is $99,186 for a three year period and can be paid for by using existing funds from the project's funding envelope. See TAB 1 for Lease Agreement.

It is recommended that you approve this proposal.

BACKGROUND

Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister Leblanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.

Due to a delay with the announcement of the location of the IRB Station, which was beyond the project's control, the project encountered delays with the establishment of a permanent facility in Rankin Inlet for the IRB station. In order to deliver the project and ensure an operating season in

summer 2018, it was determined that using an existing federal facility in the hamlet would be the best short-term solution that can be paid for by using existing O&M project funds.

STRATEGIC CONSIDERATIONS

Due to a housing shortage in Rankin Inlet, the DND facility is the only real feasible option that the project team has encountered, which would be suitable for supporting IRB operations with such a short turnaround. This includes storage of industrial-size equipment (including RHIBs, engines and a truck), and accommodations for eight crewmembers.

Approval of this proposal will continue to build the strong partnership between DND and CCG in Search and Rescue (SAR) – as they share the federal mandate for SAR and work together in Joint Rescue Coordination Centres across the country.

This proposal also represents prudent stewardship of public funds, by utilizing existing government facilities already in the hamlet. This interim solution, which will cost $99, 186.00 can be delivered within the project's current funding envelope and does not require any additional funding.

INTRADEPARTMENTAL CONSULTATIONS

The C&A Region has sought the approval of the Canadian Coast Guard OPP Director General Steering Committee comprised of the Director Generals of Operations, Integrated Technical Services, and National Strategies.

The project team is also working with DFO Real Properties and Public Services and Procurement Canada on the establishment of a permanent facility.

ADVICE AND RECOMMENDATIONS TO THE ASSISTANT DEPUTY MINISTER

It is recommended that you approve this proposal. Tab 1 is the Interdepartmental Letter of Agreement between CCG and DND.

Franck Hounzangbé
A/Assistant Commissioner
Central and Arctic Region

☑ I concur with the recommendations

☐ I do not concur with the recommendations

Dominic Laporte
Assistant Deputy Minister, HRCS

Attachment (1) Tab 1 — Interdepartmental Letter of Agreement between DND and the Canadian Coast Guard

INTERDEPARTMENTAL LETTER OF AGREEMENT

Between:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA
As represented by Canadian Coast Guard
(Hereinafter referred to as "CCG")

-And-

HER MAJESTY THE QUEEN IN RIGHT OF CANADA
As represented by the Minister of National Defence
(Hereinafter referred to as "DND")

WHEREAS, the Department of National Defence has Administration and Control of property defined as Lots 1003 and 1004, Quad 055K/16, 73854 Canada Lands Surveys Records (CLSR) NU, 2222 LTO NT, as shown in Annex 'A' (hereinafter the "Premises");

AND WHEREAS, the Department of National Defence manages the operation and maintenance of Real Property assets, consisting of facilities and infrastructure located at the Forward Operating Location (FOL) and Personnel Accommodations Building (PAB) in Rankin Inlet, Nunavut;

AND WHEREAS, the Canadian Coast Guard has requested the permission of the Department of National Defence to use the portion of the Premises for the purpose of providing storage space, office space and accommodations within the community of Rankin Inlet;

NOW THEREFORE, the Participants hereto acknowledge their important relationship and to recognize that cooperation can contribute to improve delivery of their respective mandates and as such agree to the following terms and conditions:

1. **DEFINITIONS**

For the purpose of this Interdepartmental Letter of Agreement (ILOA) and its schedules, the following definitions are to be used:

a. "Agreement" means this Interdepartmental Letter of Agreement and any attached Schedules;

b. "Participants" means DND and CCG. "Participant" shall be construed accordingly;

c. "Forward Operating Location (FOL)" means the land, structures and buildings thereon that comprise the location for hangars, operations buildings, accommodation buildings and other support facilities necessary for the FOL and its function;

d. "Leased Premises" means portion of the Premises, represented in buildings, sewage, power lines or lands or any combination of both, on which additional improvement, structure, installation or equipment was made, constructed, erected or installed therein by or on behalf of the occupant of the Leased Premises therein;

e. "Common Areas" means all common areas, facilities and utilities from time to time furnished, modified or designated by the Lessor for the use or benefit in common of occupant(s) in the Premises and all others entitled thereto, including, but not limited to, all mechanical, sprinkler and electrical equipment and machinery and water, gas, sewage, telephone and other communications facilities and electric power services and utilities not comprised within any leasable space in the Premises for the exclusive use of such premises, and also including, but not limited to, parking areas, access roads, driveways, entrances and exits, sidewalks, ramps, landscaped areas, stairways,

passageways, delivery areas, corridors, mechanical and electrical rooms, garbage room and including the roof, exterior weather walls, exterior and interior structural elements and bearing walls in the buildings and improvements of the Premises excluding any cost or expense which is normally treated in accordance with generally accepted accounting principles as being of a capital nature;

f. "Maintenance" means the work required to maintain an asset in acceptable condition including preventative measures;

g. "Term" includes the term as stated in Section 2.3 and any renewal or extension thereof, or such shorter period as provided under this Agreement;

h. "Proportionate Share" of the Lessee in this Agreement is calculated on a square meters basis, e.g. Lessee's Square Meters (square meters of the Leased Premises) divided by Total Building Square Meters or Total Premises Square Meters or an aggregate of both, if applicable.

2. PURPOSE AND SCOPE

2.1. The Leased Premises will be used to for the sole purpose of CCG expanding its new Arctic capability within the community of Rankin Inlet;

2.2. DND agrees that CCG may enter and use the "Leased Premises" and portion thereof as defined in the respective Annexes for each to the Two (2) buildings, specifically:
1) **FOL Hangar** - Lot 1003, Site Plan B267 (reference Section 2.4); and,
2) **Personnel Accommodations Building** - Lot 1004, Site Plan B265 (reference Section 2.5);

2.3. The CCG understands that access to the Leased Premises will be for the period of **Three (3) years** commencing on **September 15, 2017 to September 15, 2020** (hereinafter the Term), with the following occupational requirements:
1) FOL Hangar, as defined in Section 2.4, for the duration of the Term;
2) PAB, as defined in Section 2.5, for three (3) separate periods of on-site occupation, those being:
   a) 2018 May 5 to 2018 September 15;
   b) 2019 May 5 to 2019 September 15;
   c) 2020 May 5 to 2020 September 15.
3) PAB, as defined in Section 2.6, for the duration of the Term.

2.4. The CCG is hereby granted access to the **FOL Hangar** and as detailed in Annex 'B', specifically:
1) <u>Non-exclusive access to Exterior:</u>
   Common Areas (access routes, building ingress & egress, pads, apron and parking);
2) <u>Exclusive access to Interior of Bay #3:</u>
   Interior space of Bay #3 (entry doors and hangar doors);

2.5. The CCG is hereby granted access to the **PAB** and as detailed in Annex 'C', specifically:
1) <u>Non-exclusive access to Exterior:</u>
   Common Areas (access routes, building ingress & egress, entry doors, parking);
2) <u>Non-exclusive access to Interior:</u>
   Common Areas (corridors, hallways, entry doors)
3) <u>Exclusive access to Interior:</u>
   d) Quarters/Accommodations;
   e) Office/Meeting Space;
   f) Kitchen, Dining Area;
   g) Wash/Shower Facilities;
   h) Laundry Facilities;

2.6. The CCG is hereby granted exclusive access to only six (6) accommodation rooms in the PAB for year round storage;

2.7. The CCG understands that the clean-up, repair and indemnification obligations of the CCG, as defined herein, shall survive beyond the expiration of this Agreement and until fully completed;

2.8. The CCG shall have the option to extend the Agreement upon the issuance of a Letter of Intent to DND not less than 90 days prior to the expiry date of the Agreement. All of the terms and conditions contained in the Agreement shall remain the same, unless both Participants agree in writing on any new provisions and/or conditions which they wish to amended.

3. COST SHARING

3.1. The CCG agrees to pay a proportional share of the occupancy costs associated with the Premises, as set out in Schedule A, upon receipt of an invoice for the period as defined in Section 2.3. Payment transfer instructions will be included with the invoice issued to CCG;

3.2. In the event that this Agreement commences, expires or is terminated before the end of the Term, the amount payable by the CCG will be apportioned and adjusted on pro rata basis of a Thirty (30) day month in order to calculate the amount payable for such irregular period;

3.3. During the Term, the cost sharing amount may be subject to review, and may be adjusted to reflect the current occupancy costs associated with the Premises.

4. GOVERNANCE

4.1. **DND's RESPONSIBILTIIES**

DND will provide for the Term:

1) Access to FOL Hangar Bay #3, as defined in Section 2.3 for storage of equipment, supplies, vehicles and vessels;
2) Access to the PAB, as defined in Section 2.5, for accommodations and office space;
3) Access to the PAB, as defined in Section 2.5, for accommodations and office space;

4.2. **CCG's RESPONSIBILTIIES**

CCG will:

1) Access the Leased Premises, as defined in Sections 2.4 and 2.5, to conduct its operations;
2) Provide DND with the list of CCG's authorized occupants and their contact information and update the list when changes occur;
3) Coordinate with the current on-site Facilities Maintenance Contractor, as defined in Section 7, to arrange access to the Leased Premises for the CCG's invitees and service providers, external to CCG's operations, for the duration of the Term;
4) Ensure that no persons, other than those involved in CCG's operations, are permitted to use and/or access the Leased Premises and that while on the Leased Premises, no person will be permitted to access any areas outside the agreed upon areas as defined in provisions 2.4 and 2.5. Access to other areas of the Premises will require permission of DND and may require escort by the on-site Facilities Maintenance Contractor, as defined in Section 7;
5) Pay DND the amount as defined in Schedule A , for the use of the Leased Premises for the Term, as defined in Section 2.3;
6) Ensure that no modifications are done in the Leased Premises, including but not be limited to installation of any additional fixtures, equipment or partitions, or carrying out any work of fitting up the Leased Premises, without the specific approval, in writing, of the DND;

7) Keep the Leased Premises in a clean and sanitary condition, free of refuse, debris and other obstructions;
8) Ensure that no damage to the Leased Premises will occur as a result of the CCG's occupation of the Leased Premises;
9) Repair or pay compensation for any damage arising from the use or occupancy of the Leased Premises, except damage caused by the DND;
10) To promptly notify the Facilities Maintenance Contractor and DND of any accident, or deficiency in, malfunction of, or lack of repair, or damage to the Leased Premises, or any equipment, service or utility (including the plumbing, heating, mechanical and electrical systems) therein of which the CCG becomes aware of during occupancy;
11) Abide by Canadian Armed Forces' regulations, orders, directives and instructions, and Fire Marshal order. The CCG may approach DND with regards to all such regulations, orders, directives and instructions;
12) Understand that in the event of a conflict DND operations will take priority throughout the time period;
13) As and when access to the Leased Premises is necessary, coordinate work schedules to minimize conflicts and disruptions;
14) Not to assign this Agreement or sublet or franchise, license, grant concessions in, or otherwise part with or share possession of the Leased Premises or any part thereof without prior written consent of DND;
15) Return the Leased Premises to its original state as documented at the conclusion of pre-occupancy inspection.

4.3. **BOTH PARTIES' RESPONSIBILITIES**

DND and CCG will:

1) Conduct a pre and post occupancy inspections of the Leased Premises;
2) Participate in the health and safety and site security briefings and ensure that security remains a priority and the security measures are applied, remain active and in force;

5. ENVIRONMENTAL DAMAGE

5.1. CCG is liable for any environmental damage (as defined by the *Canadian Environmental Protection Act, 1999*) to the Leased Premises caused during the occupation, except for:

1) Any environmental damage to the Leased Premises caused by the previous occupation of the Leased Premises by other occupants, organizations, or the DND;
2) Any environmental damage to the Leased Premises arising during the period covered by this Agreement, where such environmental damage is a consequence of pre-existing environmental damage from previous occupation, or was caused by the activities of DND during the period of this Agreement; and
3) Any environmental damage to the Leased Premises caused by any other persons, organizations, or by the DND.

6. PUBLIC ACKNOWLEDGEMENT

The Participants shall acknowledge the role and contribution of each Participant in all publications, other media and/or public information releases relating to this Agreement.

7. COMMUNICATION AND NOTICES

7.1. All notice, communication and site access under this Agreement shall be coordinated with the following designated officials or their delegates:

<u>DND</u>
<u>Inquiries specific to this Agreement</u>
Gregg Matthews
Regional Property Officer - North
Canadian Forces Real Property Operations Group
Assistant Deputy Minister (Infrastructure and Environment)

Department of National Defence
101 Colonel By Drive
Ottawa, ON K1A 0K2
Tel: (613) 947-3966;
Fax: (613) 947-3274
Email: Gregg.Matthews@forces.gc.ca

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Facilities Maintenance Contractor On-Site
Robert Crawford
Tel: 250-616-3843
Email:

NOTE: updated contact information will be provided by DND for the On-site Facilities Maintenance Contractor in the event of any changes to the Operations and Maintenance contract.

CCG
Inquiries specific to this Agreement
Peter Garapick
Superintendent, Search and Rescue – Arctic
Canadian Coast Guard
Central and Arctic Region
Tel: 519-312-4552
Email: peter.garapick@dfo-mpo.gc.ca

Point of Contact on Site
Name: Officer in Charge
Title: Inshore Rescue Boat Station Rankin Inlet
Organization: Canadian Coast Guard
Tel: To be determined
Cell: To be determined
Email: RankinInlet.IRB@dfo-mpo.gc.ca

7.2. Any notice to the Participants hereto shall be effectively given if sent by letter, fax or electronic mail addressed to the Participant at the address indicated above. Any notice so given shall be deemed to have been received by the other Participant at the time when, in the ordinary course, such letter, fax or electronic mail should have reached its destination.

8. BUSINESS CONTINUITY

CCG understands and agrees that in the event of failure by the CCG to comply with the terms and conditions herein or in the event of an emergency (as defined in the *National Defence Act*) or if, in the opinion of RP OPS North, the Premises are needed for military purposes, the granting of permission to use the Premises may be revoked by the RP OPS North at any time and that the CCG shall not be entitled for any reimbursement, compensation or damages whatsoever by reason of such revocation.

9. DISPUTE RESOLUTION

Any dispute between the Participants regarding the interpretation or implementation of this Agreement will be resolved only by consultation between the Participants and will not be referred to any national or international tribunal or third party for settlement.

10. AMENDMENTS AND TERMINATION

10.1. Either Participant may terminate this Agreement, by providing written notice to the other Participant Thirty (30) days in advance of the amended termination date.

10.2. This Agreement may only be amended with the mutual written consent of DND and CCG.

11. PREVIOUS NEGOTIATIONS

This Agreement constitutes the entire Agreement between the Participants with respect to the subject matter hereof and supersedes all previous negotiations and documents in relation hereto.

12. EFFECTIVE DATE

This Agreement becomes effective on the date of the latter signature.

CANADIAN COAST GUARD

____

Julie Gascon
Assistant Commissioner
Central and Arctic Region
Canadian Coast Guard

____

Date

DEPARTMENT OF NATIONAL DEFENCE

____

Lieutenant-Colonel Peter J. Glaicar
Chief of Staff – Real Property Operations (North)
Canadian Forces Real Property Operations Group
Department of National Defence

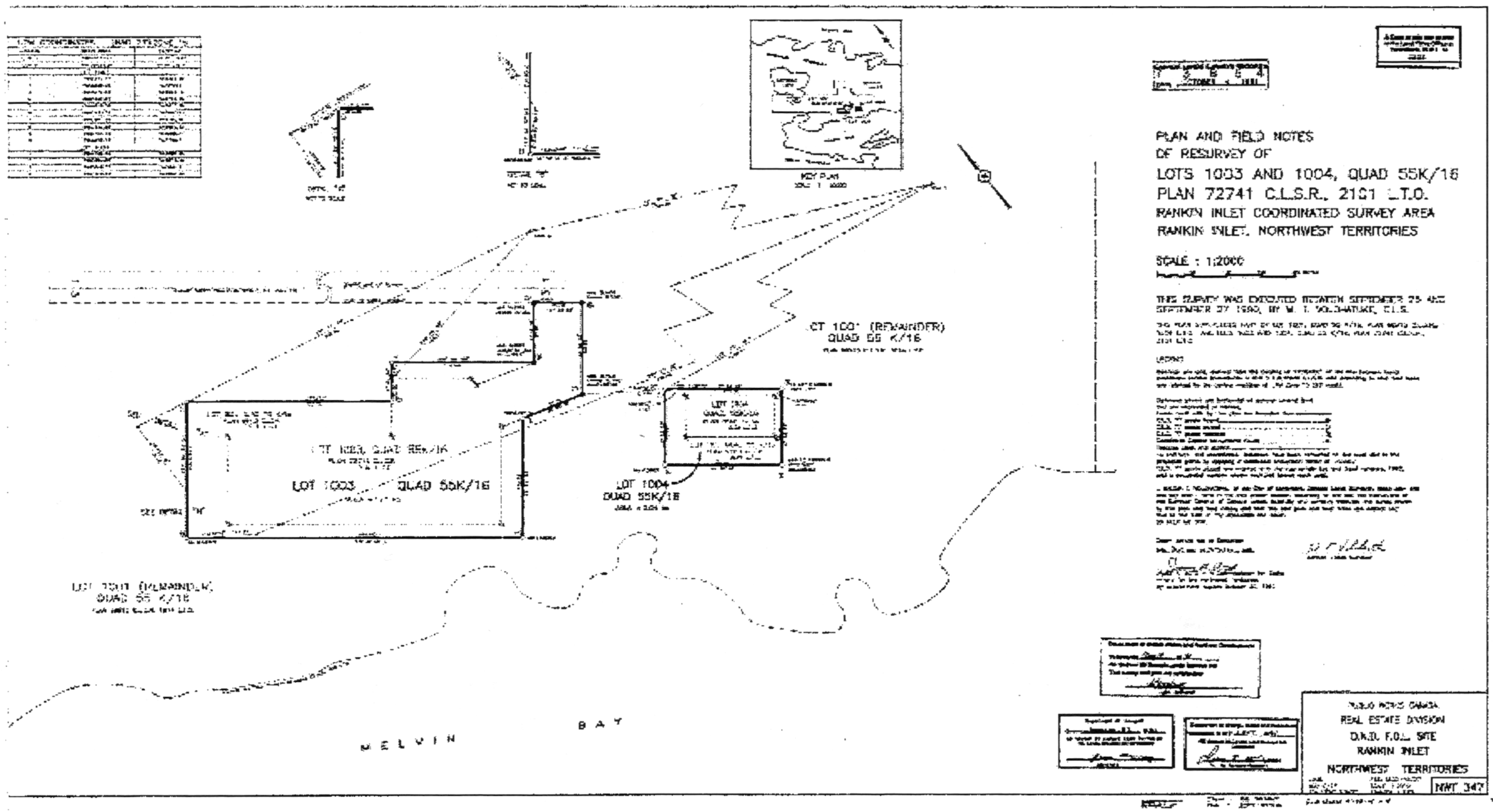
MAR 2 7 2018

Date

Schedule A

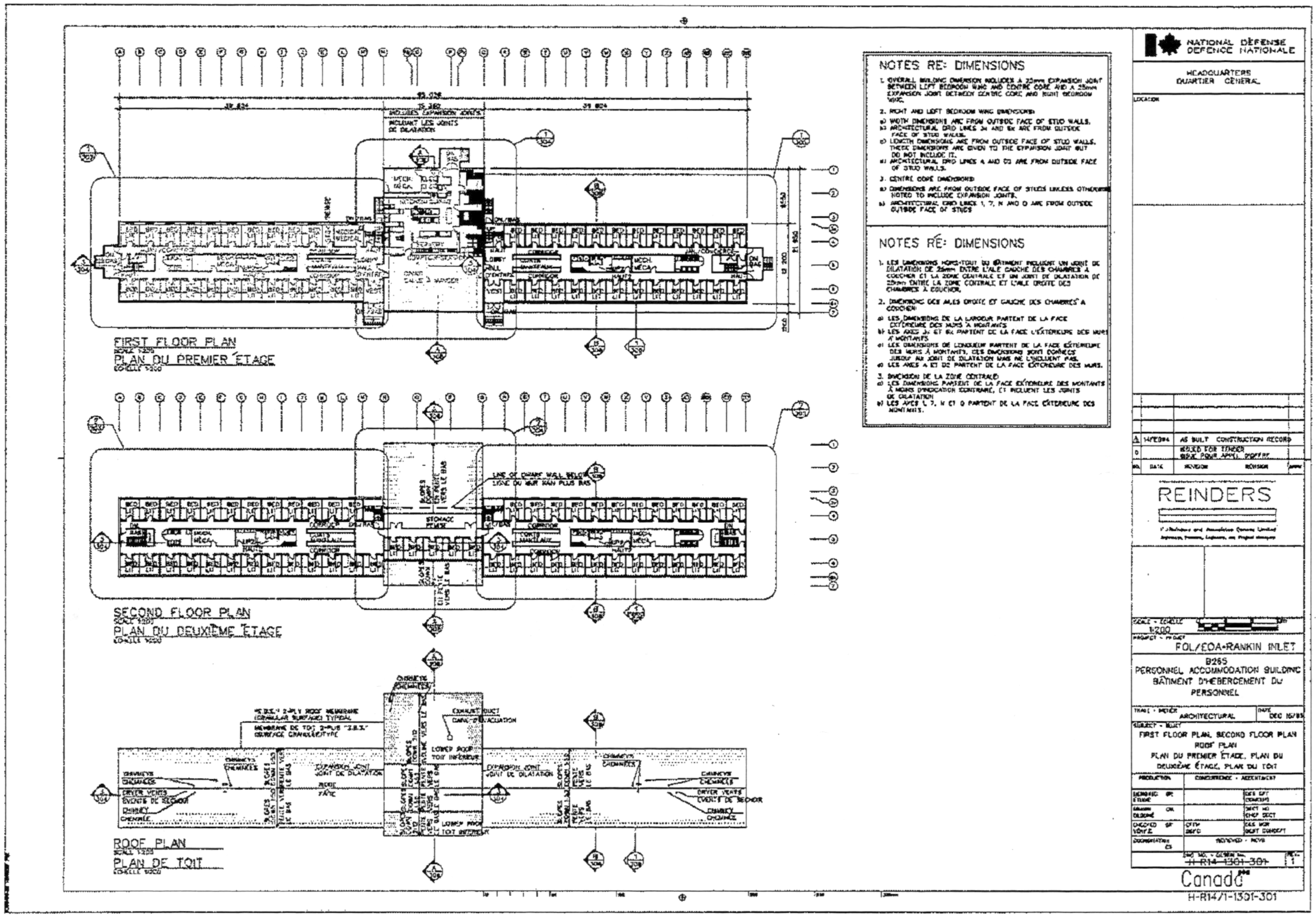
Cost Breakdown for Bay #3 and 1/4 PAB		
Electricity	$	57,736.90
Janitorial	$	3,729.79
Water	$	3,206.70
Snow Removal	$	12,875.23
Heating Fuel	$	10,985.33
General Maintenance	$	10,652.57
TOTAL annual cost	**$**	**99,186.52**

Annex A


PLAN AND FIELD NOTES
OF RESURVEY OF
LOTS 1003 AND 1004, QUAD 55K/16
PLAN 72741 C.L.S.R., 2101 L.T.O.
RANKIN INLET COORDINATED SURVEY AREA
RANKIN INLET, NORTHWEST TERRITORIES
SCALE : 1:2000
LOT 1001 (REMAINDER)
QUAD 55 K/16
LOT 1003
QUAD 55K/16
LOT 1004
QUAD 55K/16
LOT 1001 (REMAINDER)
QUAD 55 K/16
MELVIN
BAY
PUBLIC WORKS CANADA
REAL ESTATE DIVISION
D.N.D. F.O.L. SITE
RANKIN INLET
NORTHWEST TERRITORIES
NWT 347

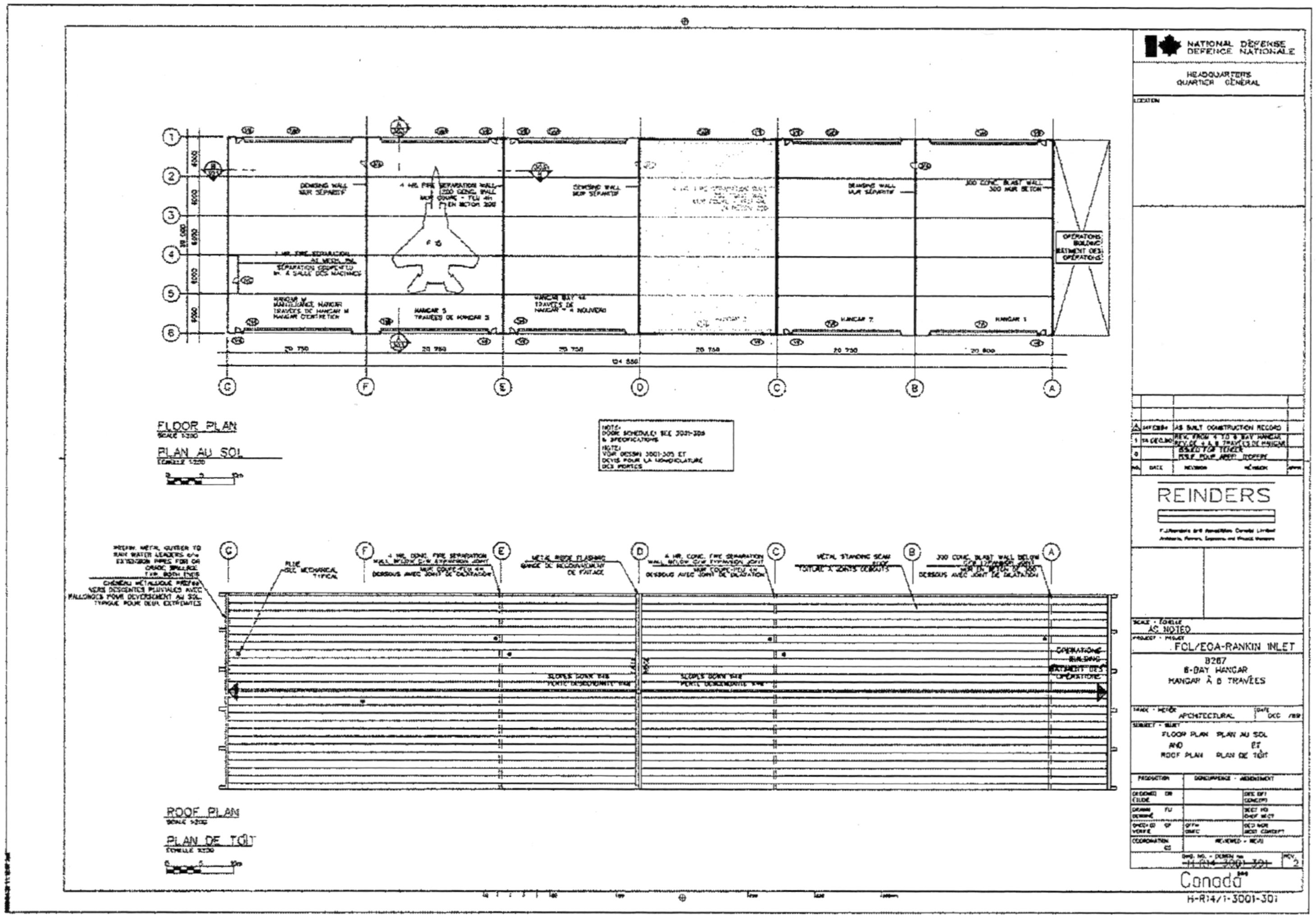
Annex B

Portion of the PAB outlined within the green box represents the Leased Premises, as defined in para 2.5 in the Agreement.



Annex C

☐ Portion of the FOL Hangar outlined within the green box represents the Leased Premises, as defined in para 2.4 in the Agreement.

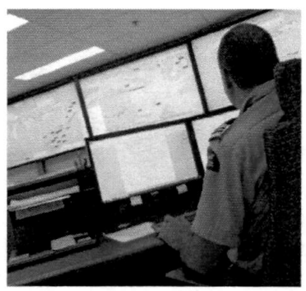


Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

Unclassified

Safety First, Service Always











Arctic SAR / ER Update

Sarnia Townhall

2018.05.29

Canada

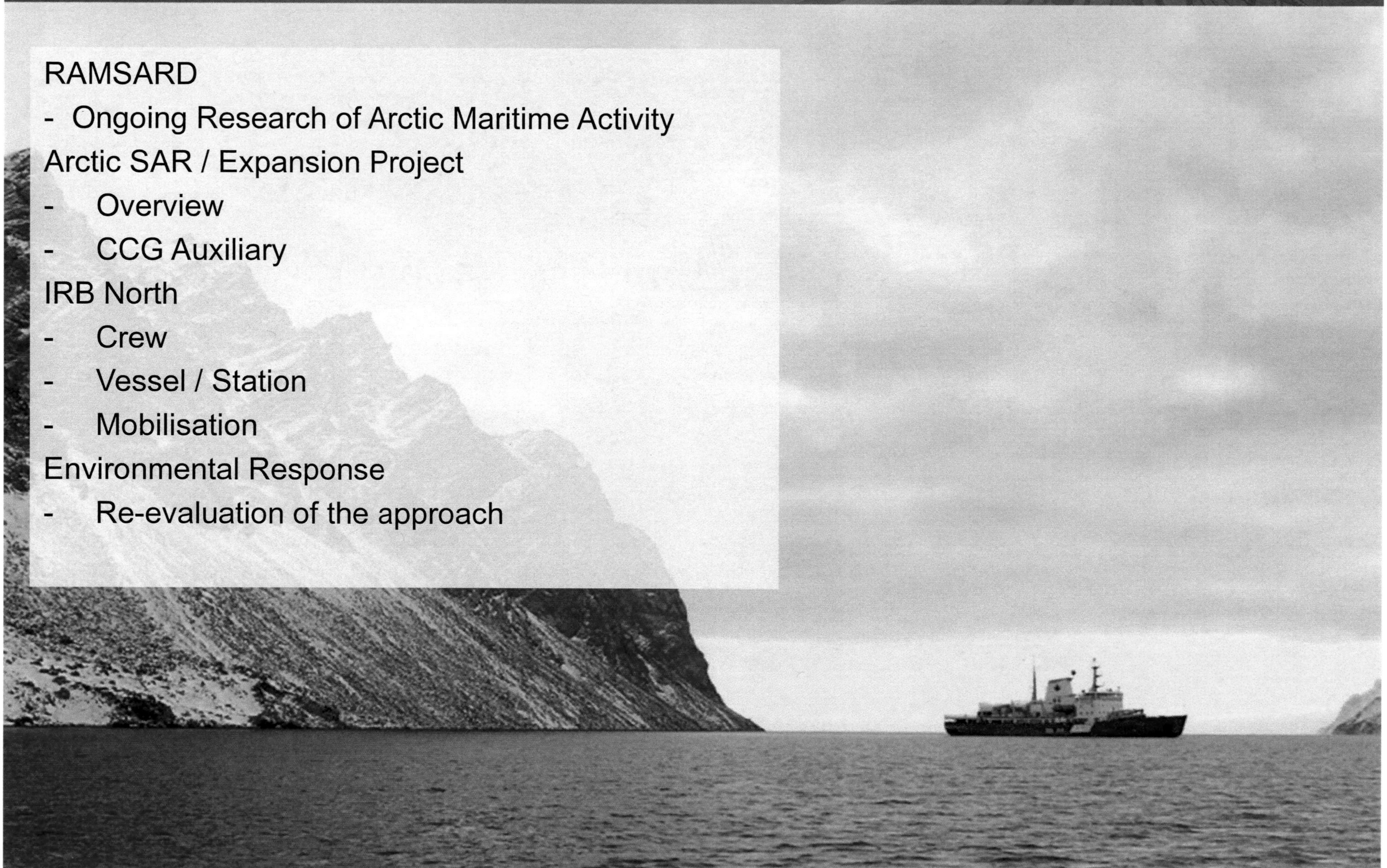
Overview

RAMSARD
- Ongoing Research of Arctic Maritime Activity

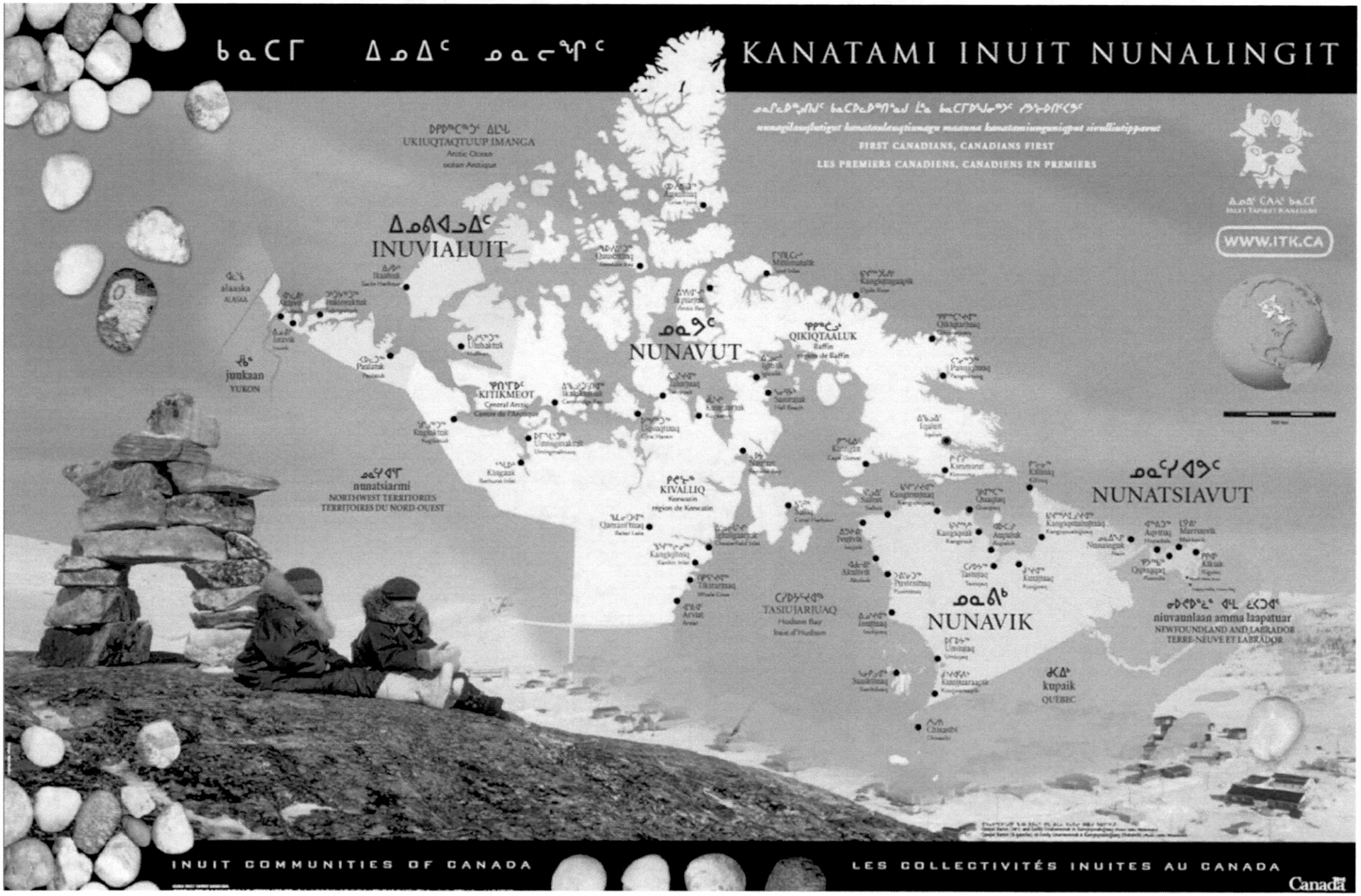
Arctic SAR / Expansion Project
- Overview
- CCG Auxiliary

IRB North
- Crew
- Vessel / Station
- Mobilisation

Environmental Response
- Re-evaluation of the approach

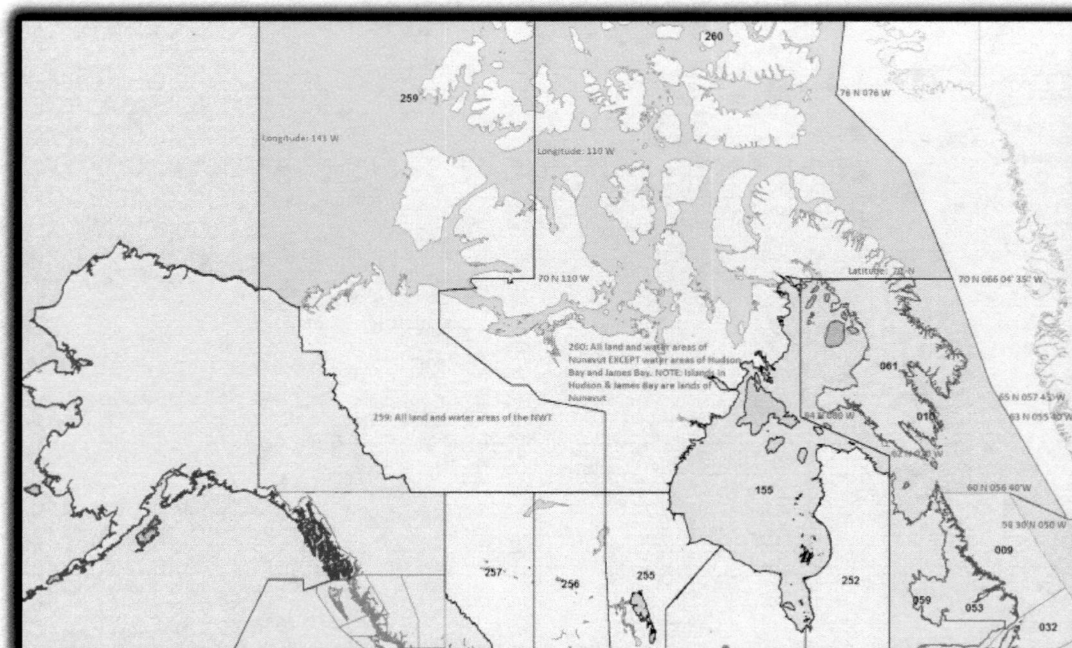


The Arctic


KANATAMI INUIT NUNALINGIT
FIRST CANADIANS, CANADIANS FIRST
LES PREMIERS CANADIENS, CANADIENS EN PREMIERS
WWW.ITK.CA
UKIUQTAQTUUP IMANGA
INUVIALUIT
NUNAVUT
QIKIQTAALUK
KITIKMEOT
KIVALLIQ
nunatsiarmi
NORTHWEST TERRITORIES
TERRITOIRES DU NORD-OUEST
juukaan
YUKON
alaaska
TASIUJARJUAQ
NUNAVIK
NUNATSIAVUT
kupaik
QUÉBEC
niuvaunlaan amma laapatuar
NEWFOUNDLAND AND LABRADOR
TERRE-NEUVE ET LABRADOR
INUIT COMMUNITIES OF CANADA
LES COLLECTIVITÉS INUITES AU CANADA
Canada

2018 Arctic RAMSARD Objective

Primary objective of the next Arctic RAMSARD is to **evaluate risk and calculate priorities to support decisions** concerning the implementation of CCGA units in the Arctic and other OPP initiatives (Approval of recommended SAR Areas undergoing a RAMSARD in 2018-2019, p. 5).



000544

CCG Activities for SAR

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Increased Presence of CCG Icebreakers

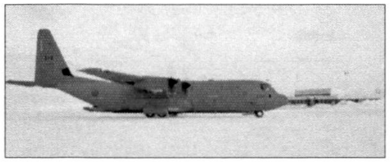


Expansion CCG Auxiliary

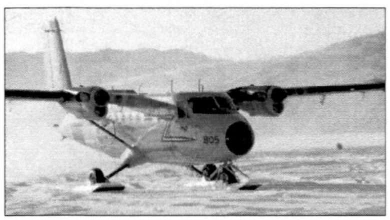


Inshore Rescue Boat Station

Search and Rescue - Aircraft Transit Information



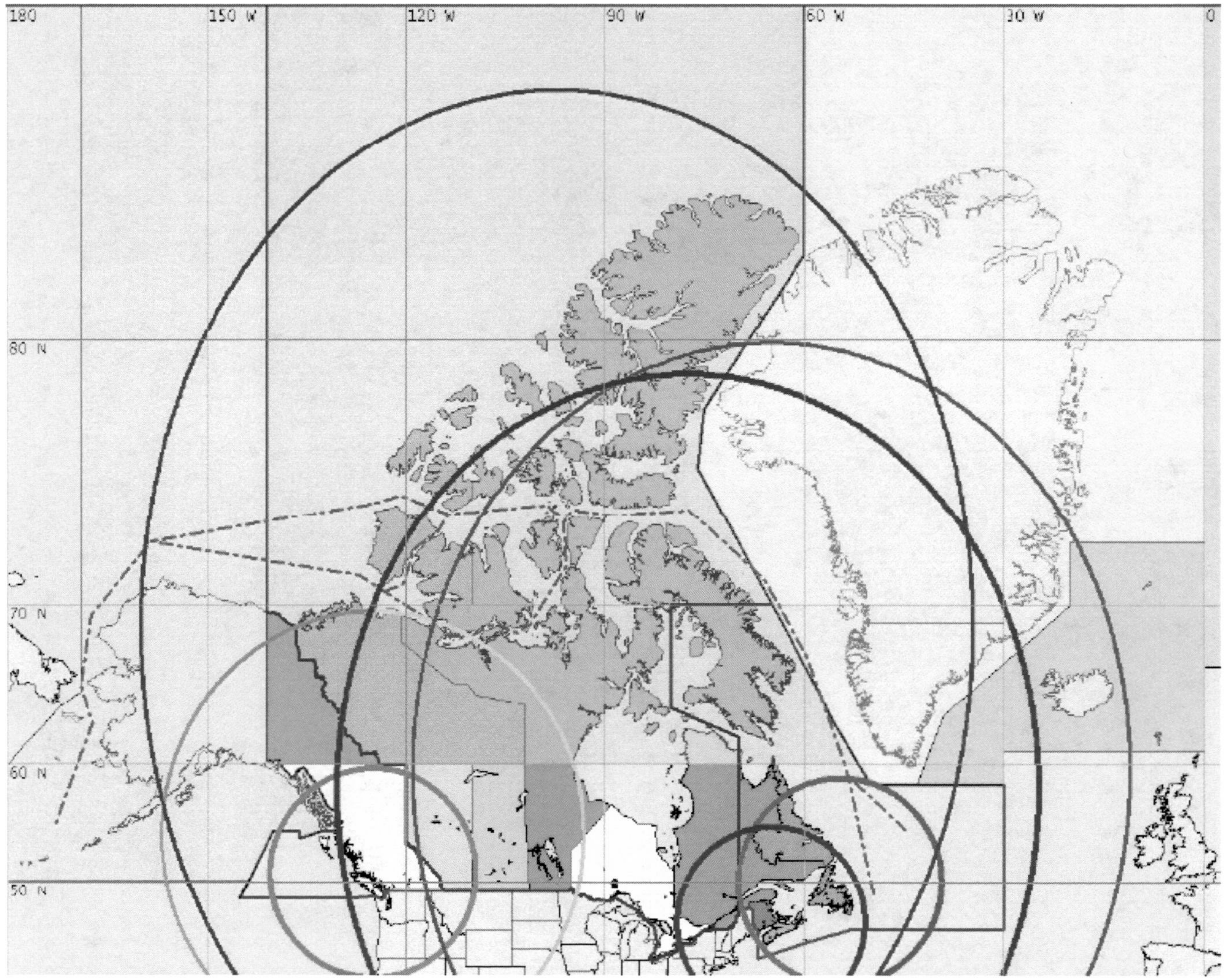
C-130 (7 Hours)
Blue – Winnipeg
Red – Trenton
Green – Greenwood



Buffalo (6 Hours)
Orange – Comox

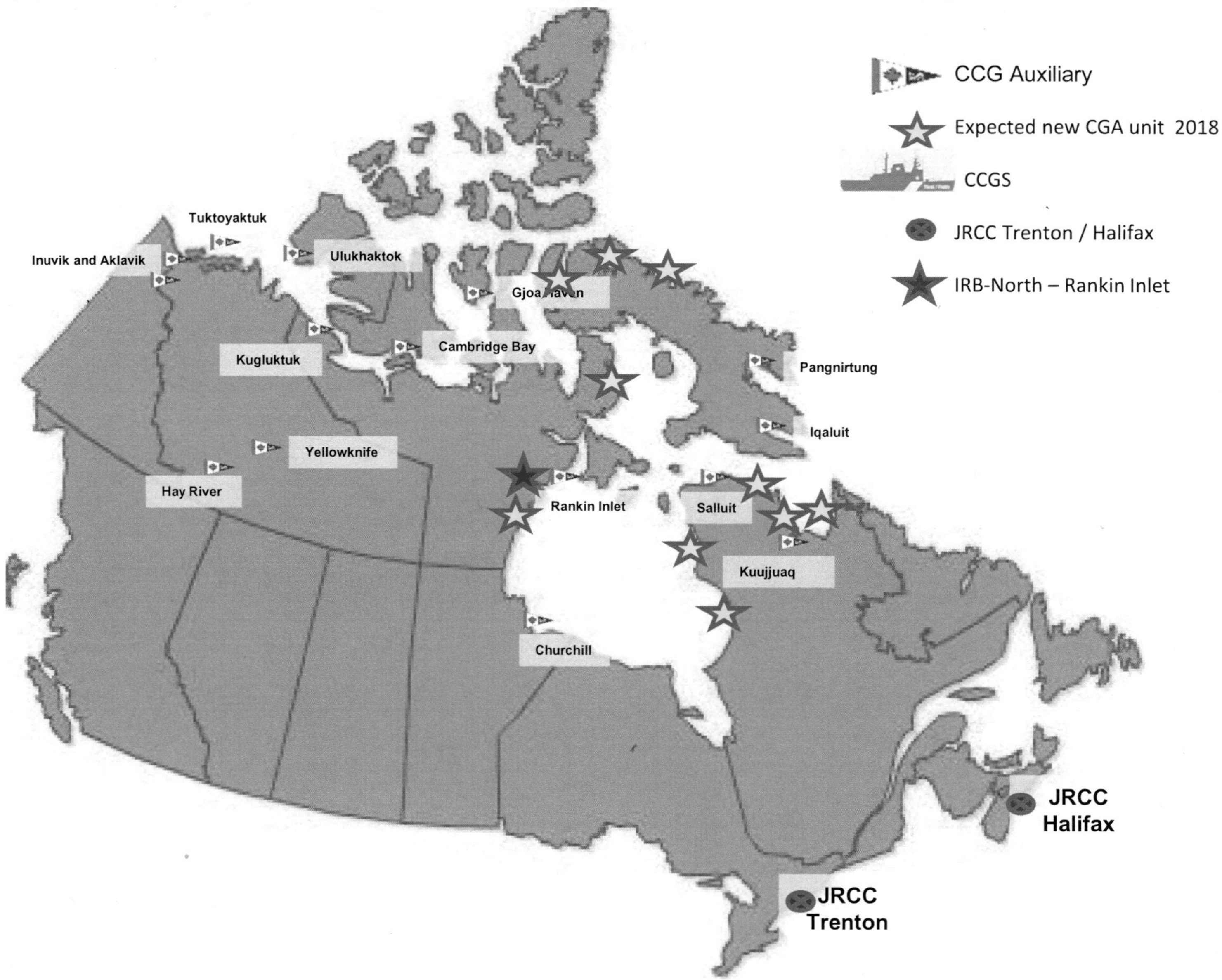


Cormorant (6 Hours)
Rust – Comox
Green – Greenwood
Purple - Gander



JRCC Trenton, Ontario, Canada

Arctic SAR


CCG Auxiliary
Expected new CGA unit 2018
CCGS
JRCC Trenton / Halifax
IRB-North – Rankin Inlet
Tuktoyaktuk
Inuvik and Aklavik
Ulukhaktok
Gjoa Haven
Kugluktuk
Cambridge Bay
Pangnirtung
Iqaluit
Yellowknife
Hay River
Rankin Inlet
Salluit
Kuujjuaq
Churchill
JRCC Halifax
JRCC Trenton

The Approach – Arctic Specific

Logistics

Flexibility (time & destinations) versus money; **charter aircraft** with 4-6 people visiting 6-7 communities in 4-5 days.

Communications

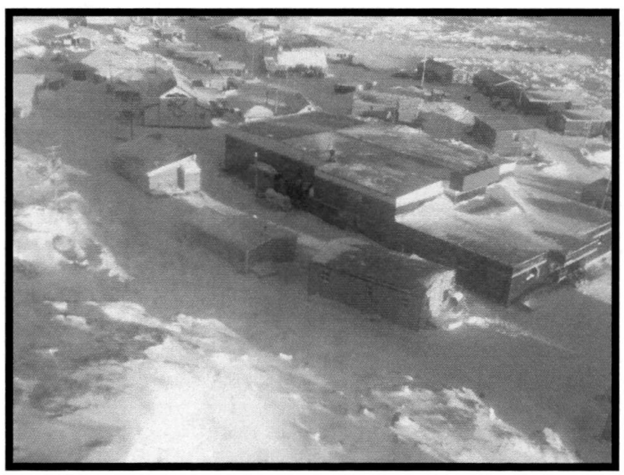
Make contact with a community, use connections, create a relationship, consistent dialogue, **right up to arrival** in community.

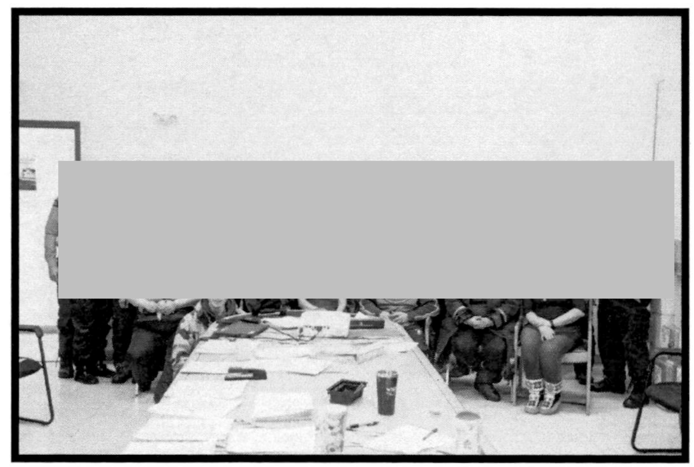
People

Respect, humility, empathy, understanding, listen, trust; building a sustainable capacity with **ongoing support** and **inclusion into a family network.**

s.19(1)

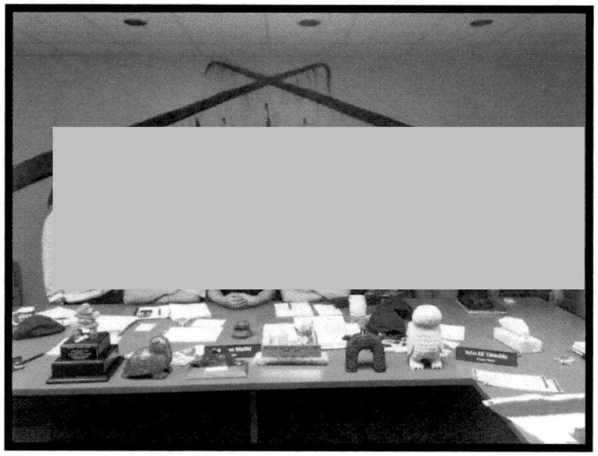




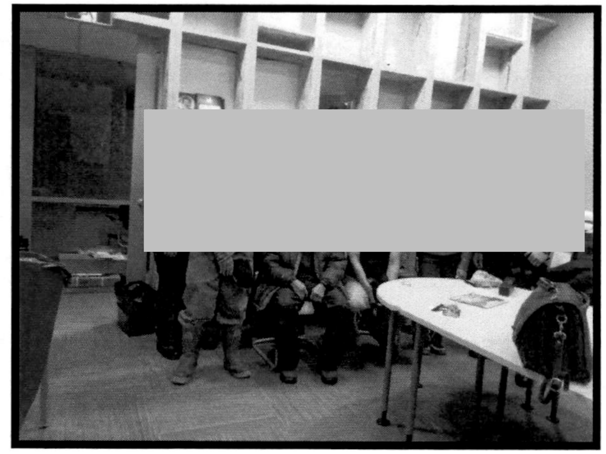


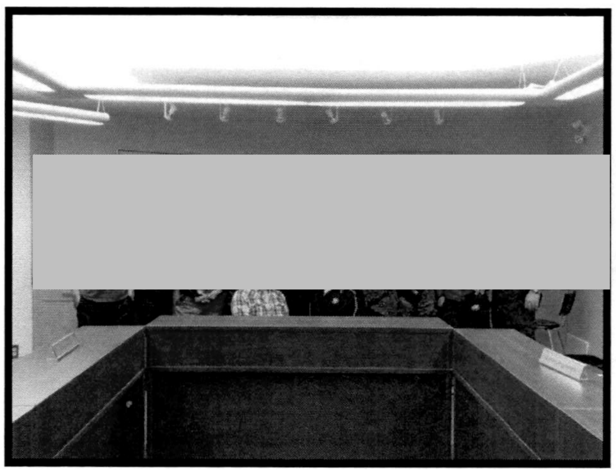
CCG Auxiliary Units

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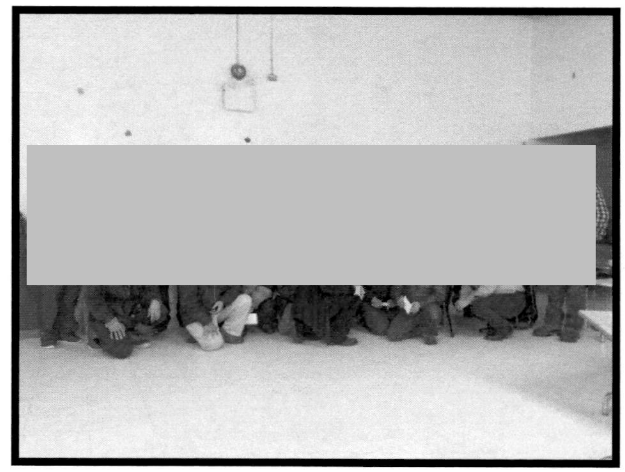












Arctic Community Engagement & Exercise Program

s.19(1)

Nunavut
KUGLUKTUK

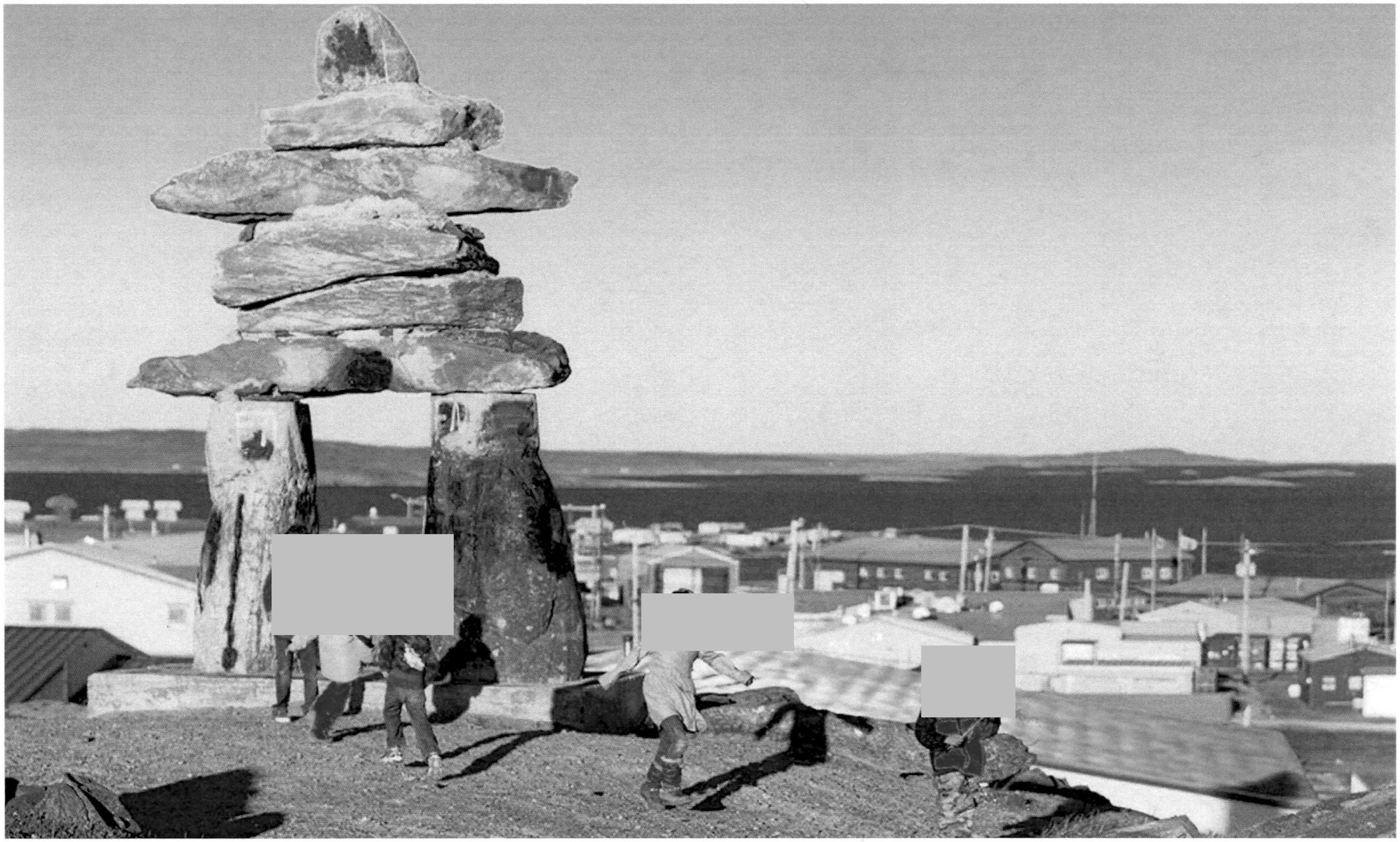
KUGLUKTUK CCGA CONTACTS		COMMUNITY CONTACTS	
		Sorry, no picture available Senior Administrative Officer	Don LeBlanc sao@kugluktuk.ca (867) 982-6500
		Mayor	Ryan Nivingalok mayor@kugluktuk.ca 867-982-3826
Sorry, no picture available Administrator	TBD	Sorry, no picture available Deputy Mayor	TBD

Manitoba
CHURCHILL

CHURCHILL CCGA CONTACTS		COMMUNITY CONTACTS	
		Sorry, no picture available Senior Administrative Officer	TBD (204) 675 – 8871, ext. 102 Townofchurchill@Churchill.ca
		Mayor	Michael Spence TBD TBD
Sorry, no picture available Administrator	TBD	Sorry, no picture available Deputy Mayor	Shane Hulchins TBD TBD

IRB North - Rankin Inlet – ESC Nord

s.19(1)



IRB Crew / *Équipage d'ESC*

- Recruitment – North and South
- Students - colleges, universities or other ongoing educational programs
- English essential; Inuktitut (an asset)
- Two Supervisors, year 1 and 2
- Community/Operational Liaison – Year 1

- *Recrutement - nord et sud*
- *Étudiants - collèges, universités ou d'autres programmes éducatifs à temps plein*
- *Anglais est essentiel; Inuktitut (un atout)*
- *Deux superviseurs, 1e et 2e saison*
- *Liaison communautaire et opérationnelle*

Students must have:
CPR Certificate, Level C (or higher)
Standard First-Aid Certificate

Les étudiants.es doivent posséder
Certificat de RCR, niveau C (ou plus haut)
Certificat de secourisme général

IRB Crew

s.19(1)

IRB-North Crew

Crew A	Crew B
SC-DED-04 **Jean-Philippe LeBlanc** Residence:	**SC-DED-04** **Sarah Lundin** Residence:
SC-DED-02 **Fallon Weislein** *Residence:* *(Inuvik)* *Inuvialuit Agreement*	**SC-DED-02** **Joseph Primeau** *Residence:* *Nunavut Land Claim*
SC-DED-02 **Jeffrey Gordon** *Residence:* *James Bay & Northern Quebec Agreement*	**SC-DED-02** **Audla Buchan** *Residence:* *Nunavut Land Claim*
SC-DED-02 **Ciera Lee-Kooneeliusie** *Residence:* *(Pangnirtung)* *Nunavut Land Claim*	**SC-DED-02** **Allison Baetz** *Residence:* *Inuvialuit Agreement*

Exercise Teams - Crew

s.19(1)

Arctic Exercise Team

Team One

SC-DED-04

Breagh Harrie
Residence:

SC-DED-02

Levi Eegeesiak
Residence:
Nunavut Land Claim

Team Two

SC-DED-04

Brianna Quenneville
Residence:

SC-DED-02

Kerri Ningeocheak
Residence:
Nunavut Land Claim

IRB Resources / Ressources d'ESC

- Vessel – 9m Rosborough Rough Water
- Truck – Ford 350 with Fuel Tank + Pump
- Temporary Accommodations – DND Rankin Facility



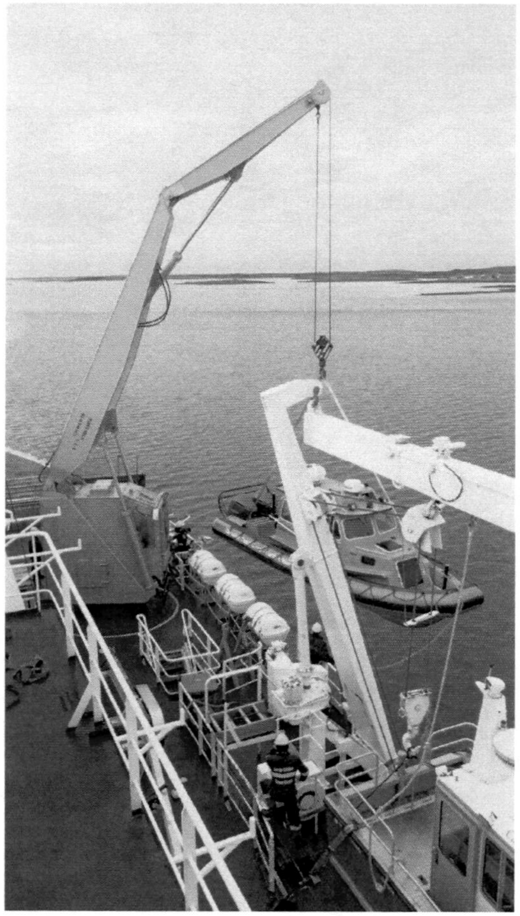
Mobilisation

1. Fall 2017 – Boat/Trailer/Truck Arrived
2. Weekend of April 28 – Station Equipment Arrived
3. Thursday June 21 – Crew A arrives, Operations Commence
4. Thursday June 28 – Crew B Arrives / Opening Ceremonies

s.19(1)



Oct 2017 Mobilisation







Questions?



Solski, Lauren

From: Liu, Jesse
Sent: Wednesday, May 30, 2018 4:21 PM
To: Garapick, Peter; Gascon, Julie; Meunier, Marc-André; Chavez, Maité; Jollez, Katia; Foerter, Holly
Cc: Rousseau, Suzie; Bisson, Émilie; Vézina, Karine; Thompson, Steve A; Solski, Lauren
Subject: RE: *** IMPORTANT IRB North - Next steps****

Hello,

Just so everyone is clear:
- Peter will send an email to SAO Justin Merritt with further details to provide the Mayor and Council.
- This email will include an invitation for a call with AC Gascon.

Understanding that the G7 starts on Monday and that the Mayor is in Winnipeg until later this week:
- Peter will keep us posted on the Mayor's availability via SAO Justin Merritt.
- Once we confirm his availability, I will reach out to finalize the date/time of the call between the Mayor and AC Gascon.
- Please understand that given the circumstances, the call may not occur tomorrow.

Regards,

Jesse Liu
Acting Manager, Indigenous Relations and Partnerships Office
Canadian Coast Guard / Central and Arctic Region
jesse.liu@dfo-mpo.gc.ca / Tel. : 514-240-6332

Gestionnaire par intérim, Bureau des relations et partenariats avec les autochtones
Garde côtière canadienne / Région du Centre et de l'Arctique
jesse.liu@dfo-mpo.gc.ca / Tél. : 514-240-6332

From: Garapick, Peter
Sent: May-30-18 2:37 PM
To: Gascon, Julie; Meunier, Marc-André; Chavez, Maité; Jollez, Katia; Foerter, Holly
Cc: Rousseau, Suzie; Bisson, Émilie; Vézina, Karine; Liu, Jesse; Thompson, Steve A; Solski, Lauren
Subject: Re: *** IMPORTANT IRB North - Next steps****

Just spoke to SAO - Justin Merritt.

Mayor is away in Wpg, returning later this week. Date TBD.

General concept of event sounds good to Justin. He asked is it by invitation or open to public?

The Opening Ceremony event will have to be taken to council for full support; next council meeting is June 11.

(Note - we have a community meet and greet planned (open house on front harbour beach) with boat/truck and all crew on June 28th (no hospitality or media planned)).

Both dates, July 12/26 seem good to Justin at this time especially that they are during the week. Again, council may have a preferred date due to other events etc.

Justin asked that I send him an e-mail with what we discussed so he can get it on the council meeting agenda and also forward it to the Mayor so that he is aware now while out of town.

I indicated that AC Gascon looks forward to speaking with Mayor Robert Janes.

In that e-mail I can suggest that 26th is the preferred date versus the 12th at this time.

Comments before I provide Justin with the e-mail that will start the ball rolling in Rankin?

Peter Garapick
Superintendent, Arctic Search and Rescue
Surintendant, Recherche et sauvetage de l'Arctique
519.312.4552

From: Gascon, Julie
Sent: Wednesday, May 30, 2018 13:53
To: Meunier, Marc-André; Chavez, Maité; Jollez, Katia; Foerter, Holly
Cc: Rousseau, Suzie; Bisson, Émilie; Vézina, Karine; Garapick, Peter; Liu, Jesse; Thompson, Steve A; Solski, Lauren
Subject: *** IMPORTANT IRB North - Next steps****

Peter, as soon as you know what is going on in the region let us know asap.

Maité/Jesse – I would like to coordinate a call with the Mayor tomorrow to discuss dates, event, etc. Peter to join over the phone – Suzie and Emilie in my office.

Suzie – please review Emilie's BN with my comments – taking into consideration the Min's desire for the new Arctic Region as per this morning's call.

Cost –
Table 1: NHQ (me); A/AC (MAM); Peter; Steve; Comms (Lauren) – maintain air charter as we will pick up Media
Table 2: add Commissioner plus one staff (would only apply if the Minister comes)

Pending discussion with the community –
Recommended date – July 26
Alternative date – July 12

MinO are not on our cost tables.

NON CLASSIFIED

2018-412-00017
EKME #: 3923481

MEMORANDUM FOR THE COMMISSIONER

PROPOSED OFFICIAL OPENING OF THE ARCTIC INSHORE RESCUE BOAT STATION IN RANKIN INLET, NUNAVUT
(FOR DECISION)

SUMMARY OF ADVICE TO COMMISSIONNER

The purpose of this note is to seek your approval for the event hospitality request form for the opening of the Arctic in-shore rescue boat station in Rankin Inlet, Nunavut, on July 26, 2018.

In order to highlight this accomplishment under the Oceans Protection Plan and further engage with our Arctic partners, the Canadian Coast Guard, Central and Arctic Region, is proposing to host an event for the official opening of the in-shore rescue boat station. High-level government officials, community representatives and the media, among others, will take part in the event.

This event will provide an opportunity to demonstrate to the public the delivery of this Oceans Protection Plan commitment; the collaborative work with our partners in the North to increase marine safety; and the intent to expand the Canadian Coast Guard's Arctic presence in partnership with Arctic communities. The planned total cost for this event is $23,872.05 (please refer to Event Plan 1).

The official opening may also present an opportunity for other departmental announcements and/or the presence of senior government officials, which will be accounted for in the planning of the event.

BACKGROUND

On November 7, 2016, the Prime Minister launched a $1.5 billion national Oceans Protection Plan (OPP) to improve marine safety and responsible shipping, protect Canada's marine environment, and offer new possibilities for Indigenous and coastal communities. Under the

OPP, the Canadian Coast Guard committed to establish a seasonal in-shore rescue boat station in the Arctic, with trained local personnel. This station will support near-shore search and rescue operations and ensure a stronger local emergency response capacity and reduce reliance on external resources.

As announced by Minister LeBlanc in January 2018, a seasonal in-shore rescue boat station will be permanently established in Rankin Inlet, Nunavut, and will be operational for the 2018 summer season. In order to highlight this accomplishment under the OPP and further engage with our Arctic partners, the Canadian Coast Guard, Central and Arctic Region, is proposing to host an event for the official opening of the station.

The official opening of this station has captured the attention of national media. On April 25, 2018, the Canadian Broadcasting Corporation (CBC) aired a story on the training for the new in-shore rescue boat station, with exclusive interviews with the crew and Commissioner Jeffery Hutchinson. CBC has demonstrated interest to cover the official opening of the in-shore rescue boat station in Rankin Inlet, Nunavut; the details are still to be confirmed.

STRATEGIC CONSIDERATIONS

The official opening of the in-shore rescue boat station in Rankin Inlet, Nunavut, proposed on July 26, 2018, will provide an opportunity to demonstrate to the public the delivery of this commitment under the OPP; the collaborative work between the Canadian Coast Guard and its partners in the North to increase marine safety; and the intent to expand the Department's Arctic footprint in partnership with Arctic communities. Considering that the possibility of unforeseen changes in weather is always present, two locations have been identified in the event scenarios with options for both sunny and inclement weather.

Due to the relevance of the project for the Canadian Coast Guard and the Government of Canada, representatives of the Hamlet, Indigenous land-claim organizations, Inuit associations, local and territorial government officials, the media, other federal government representatives that have facilities nearby (such as the Department of National Defence and Royal Canadian Mounted Police), and national and regional Coast Guard officials have been invited. It is anticipated that approximately 150 community members will attend. The planned total cost for this event is $23,872.05 (please refer to Event Plan 1)

This official opening may also present an opportunity for other departmental announcements. Two event scenarios have been develop should there be other departmental announcement: one event scenario where a senior officer attends the event (please refer to Draft Agenda 1), another event scenario where there is no senior officer joining the event (please refer to Draft agenda 2).

The following objectives will be taken into consideration when planning the event:

.../3

- Keeping costs as low as possible and respecting Government of Canada travel/event policies, while also working towards the objective of highlighting this significant achievement under the OPP.
- Ensuring that the community, including the Mayor and his team, are comfortable with the event approach, and that they have an opportunity to shape the agenda and fully participate on the day of the event.
- Developing a communications strategy and an outreach plan to cope with media coverage challenges in the North. Should media representatives attend the event, journalist from Ottawa would be invited as English is the predominant second language in Rankin Inlet, Nunavut.

INTERDEPARTMENTAL CONSULTATIONS

This event was brought forward at the Arctic engagement hub meeting on May 24, 2018 with Transport Canada and Environment and Climate Change Canada. It is also noted on the Interdepartmental OPP engagement calendar. An update will also be provided at the upcoming Arctic engagement hub meeting of June 21, 2018.

The communications team at the Department of Fisheries and Oceans (Central and Arctic Region as well as National Capital Region) will be part of the working group for the planning and delivery of this event to ensure successful coverage.

INDIGENOUS CONSULTATIONS

A meeting between the Assistant Commissioner, C&A, and the Mayor of Rankin Inlet took place on June 7, 2018. The Mayor confirmed that he was comfortable with the approach, that July 26th was a suitable date for him and the community, and that he and his team would co-develop the agenda as well as the list of invitees for the event. The Mayor also requested to have translation services for the event, which has been added to the event plan. As discussed with the Mayor, the Assistant Commissioner of the Coast Guard, Central and Arctic Region, will also communicate with him and his team one week prior to the event to ensure everything is working according to the planning.

In addition, the Assistant Commissioner, C&A, has advised Ms. Udloriak Hanson, Deputy Minister, Economic Development and Transportation for the Government of Nunavut via email of the event. Ms. Hanson has been invited to the event, but indicated that she will not be available to attend and will let us know if someone from the department attends for her.

Community leaders from Nunavut, the Northwest Territories and Northern Quebec who were consulted on the establishment of the IRB station in Rankin Inlet on January 4th, 2018, will also be advised of the event via email from the Assistant Commissioner, C&A.

…/4

ADVICE AND RECOMMENDATIONS TO DEPUTY MINISTER

It is recommended that you approve the event for the opening of the in-shore rescue boat station in Rankin Inlet, Nunavut, to take place on July 26, 2018.

____
Sylvain Vézina
Acting Assistant Commissioner, Central and Arctic Region

(Signature block below is for decision only)

☐ I concur with the recommendations

☐ I do not concur with the recommendations

____
Jeffery Hutchinson
Commissioner

Attachment(s): (#) *(if applicable)*

1) Event Plan request 1

…/5

Annex 1: Draft Agenda 1 – Senior Officials Attending

Opening of the Arctic In-shore Rescue Boat Station
July 26, 2018 – Rankin Inlet, Nunavut

Thursday July 26, 2018			
Time	**Item**	**Speaker**	**Location***
10:00 – 10:05	Opening Remarks (Followed by translation)	A/AC – RD IM C&A	Sunny: At the beach Inclement: Community Hall
10:05-10:10	Opening Remarks (Followed by translation)	Mayor Rankin Inlet	Sunny: At the beach Inclement: Community Hall
10:10-10:20	Opening Remarks (Followed by translation)	Senior Official	Sunny: At the beach Inclement: Community Hall
10:20-10:25	Introduction of Crew (Followed by translation)	A/AC – RD IM C&A	Sunny: At the beach Inclement: Community Hall
10:25-10:35	Transit to the Main Harbor	All	10 minutes walk
10:35-10:40	Prayers and Lighting of a Quilliq	TBC	Main Harbour (Johnson Cove)
10:40 – 10:50	Distribution of Coast Guard Coin and Official Photos	TBC	Main Harbour (Johnson Cove)
10:50 – 11:05	Transit to the Siniktarvik Hotel	Invitees Only	15 minutes walk
11:05 – 12:00	Refreshments & Snacks	Invitees Only	Siniktarvik Hotel

*Different options are listed depending on the weather (sunny or inclement weather).

Canadian Coast Guard | Garde côtière canadienne

Central and Arctic Region | Région du Centre et de l'Arctique

Annex 2: Draft Agenda 2 – Senior officials not Attending

Opening of the Arctic In-shore Rescue Boat Station
July 26, 2018 – Rankin Inlet, Nunavut

Thursday July 26, 2018			
Time	**Item**	**Speaker**	**Location* (Options for Sunny vs. inclement weather)**
14:00 – 14:05	Opening Remarks (Followed by translation)	A/AC – RM IM C&A	Sunny: At the beach Inclement: Community Hall
14:05-14:10	Opening Remarks (Followed by translation)	Mayor Rankin Inlet	Sunny: At the beach Inclement: Community Hall
14:10-14:15	Introduction of Crew (Followed by translation)	A/AC – RM IM C&A	Sunny: At the beach Inclement Community Hall
14:15 – 14:25	Transit to the Main Harbor	All	10 minutes walk
14:25 – 14:30	Prayers and Lighting of a Quilliq	TBC	Main Harbour (Johnson Cove)
14:30 – 14:45	Distribution of Coast Guard Coin and Official Photos	TBC	Main Harbour (Johnson Cove)
14:45 – 15:00	Transit to the Siniktarvik Hotel	Invitees Only	15 minutes walk
15:00 – 16:00	Refreshments & Snacks	Invitees Only	Siniktarvik Hotel

*Different options are listed depending on the weather (sunny or inclement weather).

Canada

Fisheries and Oceans Canada
Correspondence Routing Slip

Fiche d'acheminement de correspondance
Pêches et Océans Canada

NON CLASSIFIED
GCCMS #: 2018-412-00017
EKME #: 3923481

To: Jeffery Hutchinson

Date: 2018-06-14

Object: **PROPOSED OFFICIAL OPENING OF THE ARCTIC IN-SHORE RESCUE BOAT STATION IN RANKIN INLET, NUNAVUT**

From: Sylvain Vézina, Acting Assistant Commissioner, Canadian Coast Guard, Central and Arctic Region

Via: Mario Pelletier, Deputy Commissioner, Operations, Canadian Coast Guard

Additional approvals:

☐ Material for the Minister

☒ Your Signature

☐ Information

Screen: The Department has assessed this issue in full.

- ☒ It contains no reference to matters covered by the screen relating to J.D. Irving Limited.
- ☐ It contains matters referenced in the screen relating to J.D. Irving Limited, but in our view does not engage the screen.
- ☐ In our view, the screen relating to J.D. Irving Limited should be engaged.

Remarks:

Distribution: Simon Melanson, Senior Director, Change Leadership & Implementation, Canadian Coast Guard

Drafting Officer: Emilie Bisson (514-213-6855), CCG C&A Engagement Lead

PROJECT CHANGE REQUEST NO: 8H310-2-002

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones -Interim Station			
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. As a result of this delayed announcement, the operations will be required to be conducted out of an interim facility for a few years longer than anticipated, while a permanent facility is constructed. Commencing in June 2018, the operations will be conducted out of the DND Forward Operating Location. There was no Vote 1 funding received in 2018/19 onward to support a short-term lease, only Vote 5 funds to support the construction of a permanent facility. Based on conversations with DFO Real Property, there is a likely potential that a permanent CCG facility may not be ready until late 2021 or later, necessitating a longer-term arrangement (and funding) for an interim location.			
Justification:	The change is required in order to ensure the project's funding scheme is consistent with the operational realities of delivering an operational Search and Rescue program, while simultaneously constructing a permanent facility in 2019/20 and 2020/21. The funding request for 2018/19 is contained within PCR 8H310-2-003.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☐ Minor ☒ Major	New Work ☐ Minor ☐ Major	Must select one: ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☐ Medium	☒ High

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	N/A
Performance	The financial impacts of simultaneously constructing a permanent facility while conducting program operations may be limited to the 2018 - 2020 IRB seasons, depending on how quickly a permanent facility is made available. At the moment, it appears that there will be at least two fiscal years impacted where the CCG will be carrying out both construction of a permanent facility (using Vote 5), while also simultaneously conducting program operations via short-term lease (using Vote 1). This was not part of the original funding envelope for the project, and has a potential to strain program delivery if it persists for an extended period of time (likely due to the harsh construction environment in the Arctic and the very short construction window). The project team has learned that there may be longer-term rental options available in town, which may be able to be renovated to suit, which would be available as a 'permanent' location much quicker than the construction of a permanent facility. Although minimizing the duration for a short-term interim lease, this would require a separate PCR and scope analysis (referencing: funding and construction of a permanent facility).
Schedule	The scheduled milestones impacted are as follows: 1. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of October 1st, 2018 (Attention Required). 2. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of September 1, 2018. These two milestones have shifted right due to the project team's focus on delivering an operational program for the 2018 season, including extensive engagement and recruitment activities. These delays have the potential to cause a shift in a third project milestone: 3. 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION. Although currently forecasted to be complete by June 15, 2021, there is the potential that this facility will not be available until late-2021, necessitating funding to be available for an additional operational season (beyond this PCR) within an interim facility.

Financial

Current Year (CYBA) Adjustment ($000's)			
	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$	$	$
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$	$	$
Contingency	$	$	$ 0.0
Current FY + 1	$ 240,000	$ 339,186.52	$ 99,186.52
Current FY + 2	$ 240,000	$ 339,186.52	$ 99,186.52
Future Years	$	$	$

Additional information (or see attached detail worksheet):

Accounting for 2019/2020 & 2020/2021

Financial costs related to simultaneously leasing DND Forward Operating Location for 730 days, commencing April 1, 2019 (required to support ongoing program operation), while completing construction of a permanent CCG facility: $198,373.04.

This includes the two years' cost for the lease of the DND facility, including Personnel Accommodations Building and aircraft hangar.

Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	N/A
Contractual	DND Interdepartmental Letter of Agreement has 30 day written termination clause. Current expiration date of this Agreement is September 15, 2020, and would require re-negotiation if a permanent facility is not available by this date. This is likely to occur.
Program Delivery	Ongoing program operations may be at risk without required funding, as operational funding may need to be reallocated from other program elements – impacting program delivery and key outputs if not addressed.
Scope	N/A
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approve Change in Project Milestones
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1 Aug 2018
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	p.i. André Vallée Marc-Andre Meunier, Project Director 8H310	18-09-2018

OPP SECRETARIAT

Finance Analyst	Change Cost Analyst	Project Management Lead 31.03 2018.

☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date: September 18, 2018
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	Oct. 1, 2018
☐		Date.
☑ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor Franck Hounzangbé	2018-10-04
Comments		

Project Change Request: 8H310-2-002

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.9.1	Accommodations for 2019/2020 & 2020/2021 @ $99,186.52 per year			$ 0	$198,373.04	$(198,373.04)
						$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

Arctic Policy Framework

INITIATIVES

Please submit completed templates to: Krista.Henriksen@aadnc-aandc.gc.ca

LEAD DEPARTMENT(S): Fisheries and Oceans Canada and the Canadian Coast Guard

Inshore Rescue Boat North (IRB)

Description, including Target Location (one paragraph)

Fisheries and Oceans Canada and the Canadian Coast Guard (DFO/CCG) is implementing a seasonal in-shore rescue boat station (IRB Station) in Rankin Inlet, Nunavut staffed with trained Indigenous students. The station began its operations on June 24, 2018 and the official opening is scheduled on July 26, 2018. The Inshore Rescue Boat program will support near-shore search and rescue operations and compliment the expansion of the Canadian Coast Guard Auxiliary (CCGA) in the Arctic. The APF could provide an opportunity to further increase SAR capacity in the Arctic in upcoming years.

Horizontal Opportunities

N/A

Outcome(s) and Goal(s) to be Achieved

Goals

- To provide local SAR capacity to respond to maritime incidents in relative proximity in order to enhance marine safety and potentially save lives.
- To reduce the reliance of the IRB Area of Responsibility (AOR) on external resources, such as RCAF air resources coming from the south, or Canadian Coast Guard (CCG) icebreakers being redirected from elsewhere in the Arctic. Either instance can lead to long response times and are costly relative to their effectiveness.
- To build a maritime SAR capacity within the community, operated by Indigenous young people from the Arctic, that will act as a foundation for expanding local M-SAR response capability across the Arctic.

Outcomes

- The creation of an IRB Station in the Arctic Region. While the IRB station will be temporarily located at a DND facility, a permanent location will be established under the Oceans Protection Plan (OPP).

This initiative aligns with APF themes on:

- Strong Arctic Communities

Timing (Targeted Budget Year),Duration, and possible future initiatives through the APF

This project was launched in the 2016-17 fiscal year and is ongoing under the Oceans Protection Plan (OPP).

s.21(1)(b)

In terms of next steps, the APF could provide an opportunity to further increase SAR capacity in the Arctic, [redacted] The APF also provides an opportunity to establish additional Auxiliary units and provide training and ongoing engagement with Arctic partners

Territorial/Indigenous Collaboration

Stakeholder Name	Activity	Location	Timing
Hamlet (and area) Elected Officials and Paid Employees (Mayor, Councillors, MLA(s), Senior Administration Officer (SAO), Economic Development Officer (EDO), Community Development Officer (CDO)	Meetings	In local community where IRB Station is proposed.	As part of the (World Class) Arctic SAR Expansion Project, engagement has been taking place since 2015. Recent (June) engagement with government officials. On-going as required.
Local Community Members - Hunters and Trappers Associations (HTA), First Responders, Medical Unit personnel, Canadian Coast Guard Auxiliary Members.	Meetings, Training Courses, Exercises	In local community where IRB Station is proposed.	As above, it has taken place due to other project; engagement will commence when announcement of IRB Station location is made by Minister DFO.
Territorial and Regional Governments (Emergency Management and/or Municipal and Community Affairs, Education departments)	Meetings, Workshops	Regional or Territorial capital cities or administrative headquarters	As above, it has taken place due to other project; engagement will commence when announcement of IRB Station location is made by Minister DFO.
Inuit Land Claims and advocate groups (NIRB, NTI, Inuvialuit Land Claims, etc.)	Meetings	Within local community where IRB station is proposed to be located and in hamlets where the relative group is	As above, it has taken place due to other project; engagement will commence when announcement of IRB Station location is made by Minister DFO.
Inuit Youth and Educators (i.e. Guidance Councillors, Teachers, Employment Offices) Workshops,	Focus Groups	At focus groups planned for 5 hub communities – Kuujjuaq, Iqaluit, Rankin Inlet, Cambridge Bay, and Inuvik.	Following minister's announcement, September and early October 2017 in order to design an effective recruitment campaign in Fall 2017
Inuit Youth	Candidates interviews for IRB Employment	At candidate interviews in same 5 hub communities.	February 2018

Online reference to GoC priorities, if applicable

Top Government Priority (Indigenous Reconciliation & Environment and Climate Change & Safety and Security):
https://www.canada.ca/results

Minister of Fisheries and Oceans and the Canadian Coast Guard Mandate letter (improve marine safety)
https://pm.gc.ca/eng/minister-fisheries-oceans-and-canadian-coast-guard-mandate-letter

Oceans Protection Plan
https://www.canada.ca/en/transport-canada/news/2017/10/the_oceans_protectionplan.html

Key Contacts (Name, Position, Telephone, Email)

Katia Jollez, Canadian Coast Guard, Central and Arctic Region, Regional Director, Oceans Protection Plan, 613-863-5793 katia.jollez@dfo-mpo.gc.ca

Blais, Guylaine

From: Fraser, Elisabeth
Sent: Thursday, July 12, 2018 10:06 AM
To: Gagnon, Mark
Subject: RE: rankin inlet

Sounds good – thanks for the info Mark!

From: Gagnon, Mark
Sent: July-12-18 11:05 AM
To: Fraser, Elisabeth
Subject: RE: rankin inlet

They are one and the same, the station was operational however the ice restricted on water operations

Mark Gagnon
Search and Rescue Training Officer / Agent de formation, Recherche & Sauvetage
Canadian Coast Guard / Garde Côtière Canadienne
Central and Arctic Region / Région du Centre et de L'Arctique
520 Exmouth Street / 520, Rue Exmouth
Sarnia, Ontario
N7T 8B1
Cell 519-331-4985

mark.gagnon@dfo-mpo.gc.ca

From: Fraser, Elisabeth
Sent: July-12-18 10:04 AM
To: Gagnon, Mark
Subject: RE: rankin inlet

Was there an official opening or anything? June 27th was the official opening date as well as operational?

From: Gagnon, Mark
Sent: July-12-18 9:48 AM
To: Fraser, Elisabeth
Subject: RE: rankin inlet

Good morning Beth, the station went operational on the 27th June.

Regards

Mark Gagnon
Search and Rescue Training Officer / Agent de formation, Recherche & Sauvetage
Canadian Coast Guard / Garde Côtière Canadienne
Central and Arctic Region / Région du Centre et de L'Arctique
520 Exmouth Street / 520, Rue Exmouth
Sarnia, Ontario
N7T 8B1
Cell 519-331-4985

mark.gagnon@dfo-mpo.gc.ca

From: Fraser, Elisabeth
Sent: July-12-18 8:43 AM
To: Gagnon, Mark
Subject: rankin inlet

Hey Mark- what date did the IRB station become operational?

Thanks!

Beth Fraser

613.402.8597 I Elisabeth.Fraser@dfo-mpo.gc.ca
Senior SAR Operational Requirements Analyst I Analyste Sénior des exigences opérationnelles pour Recherche et Sauvetage
Canadian Coast Guard Operations I Garde côtière canadienne Opérations

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	July-30-18 12:46 PM
To:	Rimmer, Jason; Blais, Laura
Cc:	Jollez, Katia; Tamilio, Tanya S
Subject:	FW: FOR REVIEW: IRB North - User Requirements
Attachments:	BN - Rankin Inlet SAR Base Project Brief - 20180621.docx; Rankin Inlet SAR Base Project Brief - 20180626.doc

Hi Jason, Laura,

For your review and approval, as per email chain below. I've talked to Peter on it, and he believes IRB only.

With this, I hope to gain some clarity on what we are designing for with the Rankin IRB site.

Just wanted your two cents on it before we officially submit our user requirements, which have been in flux for 13 months already …

Thanks,

s.19(1)
s.21(1)(b)

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

---

From: Thompson, Steve A
Sent: June-26-18 4:25 PM
To: Garapick, Peter
Cc: Thompson, Steve A; Deroon, Lisa
Subject: FOR REVIEW: IRB North - User Requirements

Good afternoon Peter,

For your review, please find attached the draft User Requirements for the IRB North station based on my discussions with others over the past year. These requirements are based on what I and others feel is required to support SAR operations ***only*** in Rankin Inlet, NU.

As much is fluid in the Arctic at the moment, I have also attached a Briefing Note for senior management concurrence with the scope of these requirements. Namely, I am interesting in confirming the direction of whether we are to design for IRB North only,

Feel free to shop these requirements around to other Superintendents (and Laura Blais) to see if they have any more ideas, or similar elements that they wish to include in the Briefing Note. I will consolidate any additions provided with the (hopeful) direction obtained from senior management and bring it to Aldin. This is the first step for us in proceeding forward with a permanent facility .

As always, if you have any questions on it, please let me know.

Regards,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

UNCLASSIFIED

20##-###-#####
EKME #: #######

BRIEFING NOTE TO THE A/ASSISTANT COMMISSIONER

APPROVAL REQUEST: USER REQUIREMENTS – IRB NORTH STATION
(FOR INFORMATION AND DECISION)

SUMMARY

The purpose of this note is to gain clarity on, approval and support of the attached 'User Requirements' for a permanent CCG facility in order to support IRB North operations in Rankin Inlet, NU. This facility will be used once seasonal SAR operations are relocated from their interim site at the DND Forward Operating Location and Personnel Accommodations Building.

The Briefing Note complements 8H310 Project Change Request 8H310-2-002 dated 18 June 2018.

s.21(1)(b)

BACKGROUND

The Inshore Rescue Boat North, established in Rankin Inlet, requires a permanent facility to support SAR operations. These operations may either be carried out from a newly constructed facility, or renovation of an existing facility. The user requirements identified herein were developed for IRB North operations only,

Beginning in Fall 2018, the IRB North project team seeks to engage with DFO Real Property to begin the design/build or lease negotiation process of based on the approved requirements, and seeks senior management clarity and concurrence on what should be included / excluded from the scope of design of this facility.

Canada

ANALYSIS

s.21(1)(a)
s.21(1)(b)

Due to a housing and land shortage in Rankin Inlet, the project team has learned that there are only a few possible sites on which a permanent facility to support IRB North SAR operations may be constructed (or leased). Zoning bylaws have commercial facilities of this nature (living quarters for four on-shift crewmembers and industrial-size storage) limited to a few areas within the hamlet. While inquiring about land zoning bylaws and available land, the IRB North project team also learned of an existing development within the hamlet which may be possible to renovate to suit in a longer term lease.

Prior to advancing any further with either option ([1] construction of a new facility or [2] negotiation of a lease of an existing site), the CCG user requirements require finalization and concurrence by senior management. The attached requirements are those required to support IRB North operations only,

SENIOR MANAGEMENT DECISION

Comments:

Attachment(s): (#) *(if applicable)*

1)

20##-###-##### – Title of Document (font Times New Roman size 8) and Officer name, phone # and title / DGs / initials of the admin clerk or typist

Government of Canada
Fisheries and Oceans

Gouvernement du Canada
Pêches et Océans

UNCLASSIFIED
GCCMS # : 20##-###-#####
EKME # : #######

To:
Pour: A/Assistant Commissioner

Date: June 26, 2018

Object:
Objet: **APPROVAL REQUEST: USER REQUIREMENTS – IRB NORTH STATION**

From / De: Steve Thompson, Senior Officer, Search and Rescue - Arctic

Via: Peter Garapick, Superintendent, Search and Rescue - Arctic

Via: Katia Jollez, A/Regional Lead, Oceans Protection Plan

Via: Marc-André Meunier, Regional Director Incident Management

Additional approvals:
Autre(s) approbation(s):

None

X	Your Signature Votre signature	X	Information
	For Comments Observations		Material for the Minister Documents pour le Ministre

Remarks:
Remarques:

Drafting Officer/ Rédacteur: Steve Thompson, 438-993-4622

Pages 584 to / à 592

are withheld pursuant to section

sont retenues en vertu de l'article

21(1)(b)

of the Access to Information Act

de la Loi sur l’accès à l’information

Smith, Laura (SAR)

From:	Rimmer, Jason
Sent:	July-31-18 3:58 PM
To:	Baumgarten, Phoebe
Subject:	FW: 8H310 IRB North PCRs for Signature
Attachments:	PCR 01 - IRB.pdf; PCR - 02 IRB.pdf; PCR - 03 IRB.pdf; PCR - 04 IRB.pdf

It's the third one, for some reason the numbers changed ....

Steve should be signing these for Peter, and pushing them up to AC. Maybe ask him tomorrow about it.

Steve may have to defend the requests to the AC...that's why theyre with him

---

From: Davids, Michael
Sent: July-25-18 10:52 AM
To: Thompson, Steve A
Cc: Garapick, Peter; Baumgarten, Phoebe; Rimmer, Jason; Jollez, Katia; Simmons, Emily
Subject: FW: 8H310 IRB North PCRs for Signature

Hello Steve (and all),

Revised distribution list for Emily Simmons (and not Emilie Bisson).

Cheers,

Michael

Michael Davids

Équipe de la mise en œuvre du PPO C&A
Garde côtière canadienne – Région du Centre et de l'Arctique
105, rue McGill, 5e étage, Montréal (QC) H2Y 2E7
michael.davids@dfo-mpo.gc.ca

Blackberry/Bureau/Office: 514-243-9825
Mobile: 514-214-6453

C&A OPP Implementation Team
Canadian Coast Guard – Central and Arctic Region
105 McGill Street, 5th Floor, Montreal, QC H2Y 2E7
michael.davids@dfo-mpo.gc.ca

From: Davids, Michael
Sent: Wednesday, July 25, 2018 10:20 AM
To: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Cc: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>; Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>; Bisson, Émilie <Emilie.Bisson@dfo-mpo.gc.ca>
Subject: 8H310 IRB North PCRs for Signature

Hello Steve,

OPP HQ PMO informs me the attached PCRs for IRB North (8H310-2-001, 002, 003, 004) require signatures to close out on the associated governance process. Peter Garapick is out-of-the-office until Aug 20. In speaking with John Bertorelli and Emily Simmons, we can proceed without Peter's signature, but would still require our Acting AC/National Project Sponsor signature to move forward.

Please action accordingly.

Cheers,

Michael

Michael Davids

Équipe de la mise en œuvre du PPO C&A
Garde côtière canadienne – Région du Centre et de l'Arctique
105, rue McGill, 5e étage, Montréal (QC) H2Y 2E7
michael.davids@dfo-mpo.gc.ca

Blackberry/Bureau/Office: 514-243-9825
Mobile: 514-214-6453

C&A OPP Implementation Team
Canadian Coast Guard – Central and Arctic Region
105 McGill Street, 5th Floor, Montreal, QC H2Y 2E7
michael.davids@dfo-mpo.gc.ca

Project Change Request No: 8H310-2-001

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones			
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. Despite the shift in the scheduled milestones, this shift will not impact the approved project end date. This is due to the interm planning completed in absence of an official IRB site announcement.			
Justification:	The change is required in order to ensure the project's milestones are on track and to document the change to meet the approved completion deadline.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☐ Minor ☒ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☐ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☐ Medium	☒ High

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	N/A
Performance	This change will not impact performance of the project due to the mitigation plan that was in place while waiting for the official announcement of the IRB station. Before Rankin Inlet was announced as the location of operations, the project team completed extensive preparations and had contingency plans in place for other possible locations.
Schedule	The scheduled milestones impacted are as follows: 1. Procurement: 2018 IRB North Season: Complete lease of interm station facility (accomodation, office, vessel and vehicles storage, boat launch and associated equipment. Originally slated to be completed by November 30, 2017, is now shifting to March 31, 2018.

	2. Technical Implementation: 2018 IRB North Station - Deploy and fit out permanent major equipment (vessel, truck, trailer, and supplementary equipment). This milestone is shifting from the targeted June 15th, 2018 date to an earlier completion date of June 8, 2018. 3. Hiring: 2018 IRB Station - Complete training of IRB North Crew has shifted its milestone to an earlier completion target of May 30th from the original target of May 31st. 4. Technical Implementation: 2018 IRB North Station 2018 - Deploy and fit out interim major equipment (vessel, truck, trailer and supplementary equipment). This milestone is anticipating an early completion date. The target completion date of June 15th, 2018 is shifting forward to June 8, 2018. 5. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of June 1st, 2018 (Attention Required). 6. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of July 1, 2018.
Financial	See table and additional information below.

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$	$	-$ 45,426.73
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 0.0	$ 0.0	-$45,426.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):
Financial costs related to the delayed announcement of Rankin Inlet are approximately: $45,426.73

This includes the approximate cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.

Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Shift in project outputs will not impact program delivery due to mitigation measures put in place.
Scope	N/A
Other	N/A

Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approval of Project Milestone Shift
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Peter Garapick, National Project Manager 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/Assistant Commissioner C&A, Project Sponsor 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-André Meunier, Project Director 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments		
☐		
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
Comments		

Project Change Request: 8H310-2-001

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.14.7	Transportation Services: Cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.			$		-$45,426.73
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

PROJECT CHANGE REQUEST NO: 8H310-2-002

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones -Interim Station		
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. As a result of this delayed announcement, the operations will be required to be conducted out of an interim facility for a few years longer than anticipated, while a permanent facility is constructed. Commencing in June 2018, the operations will be conducted out of the DND Forward Operating Location. There was no Vote 1 funding received in 2018/19 onward to support a short-term lease, only Vote 5 funds to support the construction of a permanent facility. Based on conversations with DFO Real Property, there is a likely potential that a permanent CCG facility may not be ready until late 2021 or later, necessitating a longer-term arrangement (and funding) for an interim location.		
Justification:	The change is required in order to ensure the project's funding scheme is consistent with the operational realities of delivering an operational Search and Rescue program, while simultaneously constructing a permanent facility in 2019/20 and 2020/21. The funding request for 2018/19 is contained within PCR 8H310-2-003.		
Is this a request to access project Contingency funding?		☐ Yes	☒ No
Is this a CARRY FORWARD request?		☐ Yes	☒ No

Type Of Change:	Arising	New Work	Must select one:
	☐ Minor ☒ Major	☐ Minor ☐ Major	☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)
Change Priority:	☐ Low	☐ Medium	☒ High

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	N/A
Performance	The financial impacts of simultaneously constructing a permanent facility while conducting program operations may be limited to the 2018 - 2020 IRB seasons, depending on how quickly a permanent facility is made available. At the moment, it appears that there will be at least two fiscal years impacted where the CCG will be carrying out both construction of a permanent facility (using Vote 5), while also simultaneously conducting program operations via short-term lease (using Vote 1). This was not part of the original funding envelope for the project, and has a potential to strain program delivery if it persists for an extended period of time (likely due to the harsh construction environment in the Arctic and the very short construction window). The project team has learned that there may be longer-term rental options available in town, which may be able to be renovated to suit, which would be available as a 'permanent' location much quicker than the construction of a permanent facility. Although minimizing the duration for a short-term interim lease, this would require a separate PCR and scope analysis (referencing: funding and construction of a permanent facility).
Schedule	The scheduled milestones impacted are as follows: 1. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of October 1st, 2018 (Attention Required). 2. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of September 1, 2018. These two milestones have shifted right due to the project team's focus on delivering an operational program for the 2018 season, including extensive engagement and recruitment activities. These delays have the potential to cause a shift in a third project milestone: 3. 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION. Although currently forecasted to be complete by June 15, 2021, there is the potential that this facility will not be available until late-2021, necessitating funding to be available for an additional operational season (beyond this PCR) within an interim facility.

Financial

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$	$	$ 198,373.04
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 0.0	$ 0.0	$ 0.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Financial costs related to simultaneously leasing DND Forward Operating Location for 730 days, commencing April 1, 2019 (required to support ongoing program operation), while completing construction of a permanent CCG facility: $198,373.04.

This includes the two years' cost for the lease of the DND facility, including Personnel Accommodations Building and aircraft hangar.

Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	N/A
Contractual	DND Interdepartmental Letter of Agreement has 30 day written termination clause. Current expiration date of this Agreement is September 15, 2020, and would require re-negotiation if a permanent facility is not available by this date. This is likely to occur.
Program Delivery	Ongoing program operations may be at risk without required funding, as operational funding may need to be reallocated from other program elements - impacting program delivery and key outputs if not addressed.
Scope	N/A
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approve Change in Project Milestones
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	19 June 2018
☒		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Peter Garapick, National Project Manager 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/Assistant Commissioner C&A, Project Sponsor 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-André Meunier, Project Director 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments		
☐		
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	

Comments	

Project Change Request: 8H310-2-001

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.9.1	Accommodations			$ 0	$198,373.04	$(198,373.04)
1.1.16.1	Capital Cost to Build Station / Accommodations / Storage Facility			$ 6,500,000	$ 6,500,000	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

PROJECT CHANGE REQUEST NO: 8H310-2-003

Date:	June 18, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This retroactive PCR is being raised to reflect a FY 17/18 transfer of $196,000 from project 8K100 (P9) and $69,984 from project H9902 (P11) to support FY 17/18 operations for IRB North. These amounts were being sought on a one-time only basis, with salary and O&M funding will be coming out of the projects A-Base funding in future years. Subsequent PCRs have been submitted to accurately reflect project cost estimates to support operations.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Operations & Maintenance – The transfer of $265,984 into 8H310 will be utilized to suport ongoing engagement, recruitment and selection activities. These funds will be required to pay travel-related expenses for interviews and recruitment-related events at colleges and universities. These funds will be used for both the Crewmember and Supervisor selection processes, as both processes will be open up across Canada.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this funding transfer is not approved.

Financial

Current Year (CYBA) Adjustment ($000's)			
	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 202,000.0	$ 467,984.0	$ 265,984.0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 202,000.0	$ 467,984.0	$ 265,984.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):
The New Budget is calculated based on the project's 2017/2018 FY budget ($202,000) with the additional funding transfer(s) of $265,984 added.

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, no budget for travel-related expenses in iniital project year, recruitment activities, only operations).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project's additional funding request for the 2017-2018 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-003

☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Senior Officer, Search and Rescue - Arctic	20 June 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Peter Garapick, National Project Manager, Central & Arctic	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/Assistant Commissioner C&A, Project Leader	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader, Central & Arctic	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments		
☐		
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management	

Comments	

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Transfer of O&M funding			$	$ 265,984.0	**$ 265,984.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

PROJECT CHANGE REQUEST NO: 8H310-2-004

Date:	April 3, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This PCR is being raised to account for an additional $151,628 in Salary and an additional $136,918 in Operations & Maintenance. These amounts are being sought on a one-time only basis, and additional salary and O&M funding will be coming out of the projects A-Base funding in future years. The project is required to submit an Org Request in order to factor in these amounts within the project's on-going funding following the 2018/2019 fiscal year.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02. Operations & Maintenance – Even with the $345,000 carry forward submitted in 2017/18, the program will require an additional $136,918 for 2018/19 operations. This roughly corresponds to the costs required to airlift the necessary supplies to Rankin Inlet and the lease cost of the DND facility for use in interim operations (reference PCR 8H310-02-002 for 2019/20 and 2020/21 on this), due to the delayed location announcement. Had the location been confirmed earlier, we may have been able to forgo some of these costs and utilized the 2017 commercial sealift for larger items. At this point, it is the only way for

	operations to commence in June 2018. These costs are also due to the fact that the RCAF is not able to airlift our supplies north anymore, as was originally believed to be the case. Capital – 2018/19 will represent the start of the process to erect a permanent facility in Rankin Inlet. This will come with significant costs, but the program has carried forward all $6,500,000 originally issued in 2017/18. Much of this will also be carried forward into 2019/2020, depending on the pace of design and construction.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this additional funding is not approved.
Financial	See table below
Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, only one operational supervisor, isolated post allowances etc.).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 455,662.0	$ 744,208.0	$ 288,546.0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 455,662.0	$ 744,208.0	$ 288,546.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):
The New Budget is calculated based on the project's 2018/2019 FY budget ($455,662) with the additional $228,546 added. $228,546 is the sum of the $151,628 being sought to support salary costs within the project, and the $136,918 in O&M funding.

Recommendation:

Recommended Action:	The recommended action is to support the project`s additional funding request for the 2018-2019 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-003

☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Senior Officer , Search and Rescue - Arctic	18 June 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Peter Garapick, National Project Manager, Central & Arctic	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/Assistant Commissioner C&A, Project Leader	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader, Central & Arctic	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments		
☐		
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management	

Comments	

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Additional O&M funding			$	$ 136,918.0	**$ 136,918.0**
1.1.8.1.2.3	Additional salary funding			$	$ 151,628.0	**$ 151,628.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
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				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne
Search and Rescue | Recherche et Sauvetage

Inshore Rescue Boat North (8H310) – Project Update

August 1, 2018

As part of the Oceans Protection Plan, the Government of Canada is partnering with Indigenous and coastal communities to develop a world-leading marine safety system that meets the unique needs of Canadians from coast-to-coast-to-coast. The Canadian Coast Guard plays a vital role in ensuring the safety of mariners and the marine environment and a stronger local emergency response capacity will be created by establishing a seasonal Inshore Rescue Boat station in the Arctic.

Announced on January 4, 2018, the new Inshore Rescue Boat (IRB) station in Rankin Inlet, NU is the first in the Arctic and will bring the number of IRB stations the Coast Guard currently operates to 26 across the country.

The station in the Rankin Inlet is operated by two crews of three Inuit students, under the guidance of an experienced CCG officer, which will act as a foundation for expansion of local maritime search and rescue response across the Arctic. It will also improve marine search and rescue coverage for the area, and reduce reliance on external resources such as the Royal Canadian Air Force or Canadian Coast Guard icebreakers, which may be further away.

Many factors were considered regarding the best location for an IRB station in the North, including population size, number /duration of ice-free water days, types and level of activities carried-out on the water, and water and weather conditions. The Canadian Coast Guard worked closely with northern communities on a risk analysis assessment. The analysis is an ever-green process and the Coast Guard will continue to work with communities to ensure changing trends, such as traffic and other factors, are considered in future needs.

After completing pre-season training in Ontario in spring 2018, the IRB crews were assigned to the G7 summit in Charlevoix, QC in June 2018. This station commenced standby posture for search and rescue operations in Rankin Inlet on June 27, 2017, and will continue operations until September 4, 2018, providing maritime SAR response services to the region of Rankin Inlet, Chesterfield Inlet and Whale Cove. To highlight this major accomplishment under the Oceans Protection Plan, on July 26, 2018 the Canadian Coast Guard celebrated the official opening in Rankin Inlet along with its partners and leaders from the local community.

The Coast Guard is currently investigating options for a permanent facility within the community, while carrying out existing search and rescue operations through use of the DND Forward Operating Location.

Burlington, Canada
L7S 1A1

Smith, Laura (SAR)

From:	Rimmer, Jason
Sent:	August-09-18 12:36 PM
To:	Baumgarten, Phoebe
Subject:	FW: FOR APPROVALS: IRB North PCRs (2 of 4)
Attachments:	PCR - 001 - IRB - Signed.pdf; PCR - 003 - IRB - Signed.pdf

Hi Phoebe

For action .

Thanks

From: Thompson, Steve A
Sent: August-09-18 11:36 AM
To: Rimmer, Jason
Cc: Thompson, Steve A
Subject: FOR APPROVALS: IRB North PCRs (2 of 4)

Hi Jason,

As discussed, please find attached two of the four signed PCRs for IRB North, for additional approvals:

- PCR-001: For a shift in project milestones related to the late announcement of the station location and the financial costs associated with this delay. There is no financial 'ask' in this one. It's just for the incremental cost difference between various transportation options.
- PCR-002: A documentation in the funding required to concurrently support both a lease of the DND site (and deliver an ongoing SAR program), while concurrently constructing a permanent facility for FY 19/20 & 20/21. Original project funding envelope has these as mutually exclusive activities. – Still with OPP HQ PMO. Finance there has some questions on it.
- PCR-003: For an O&M transfer that we received **last FY** from Extended Season in the Arctic and from OPP to support recruitment-related efforts. Merely housekeeping at this point in time, as the funds were received 6-8 months ago and in last FY.
- PCR-004: For the transfer of additional salary ($151k) and O&M ($137K) that was approved by Franck earlier this year. The salary funds account for the Isolated Post Allowance, pay difference from FSWEP to DED-02 and the additional crew hired on at the station to support ongoing Coxswain development. The O&M is related to the marginal costs of airlifting the equipment and the lease of the DND site for FY18/19 (reference 8H310-2-002 for FY19/20 onward). – Still with OPP HQ PMO. Finance there has some questions on it.

Thanks so much for your assistance with them, and I apologize for the delay.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Simmons, Emily
Sent: June-19-18 1:34 PM
To: Thompson, Steve A
Subject: IRB PCR Review

Hi Steve,

I am reviewing your PCRs and have a few questions.

There are a few blank spaces on PCR-002. Are there any risks that should be identified that are a result of the shift in milestones related to the IRB interim station? Any impact to the overall program delivery, or any contracts that are being affected by the change?

Other than that, they look great. If you wouldn't mind signing off on these new versions and returning them to me after we address the changes on PCR-002, I can begin to route them for final approvals.

Thanks for clarifying.

Best,

Emily Simmons
Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
TEL: (613) 295-4196 CEL: (514) 467-8560

Canadian Coast Guard   Garde côtière canadienne

PROJECT CHANGE REQUEST NO: 8H310-2-001

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones			
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. Despite the shift in the scheduled milestones, this shift will not impact the approved project end date. This is due to the interm planning completed in absence of an official IRB site announcement.			
Justification:	The change is required in order to ensure the project's milestones are on track and to document the change to meet the approved completion deadline.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☐ Minor ☒ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☐ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low	☐ Medium	☒ High	

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	
Performance	This change will not impact performance of the project due to the mitigation plan that was in place while waiting for the official announcement of the IRB station. Before Rankin Inlet was announced as the location of operations, the project team completed extensive preparations and had contingency plans in place for other possible locations.
Schedule	The scheduled milestones impacted are as follows: 1. Procurement: 2018 IRB North Season: Complete lease of interm station facility (accomodation, office, vessel and vehicles storage, boat launch and associated equipment. Originally slated to be completed by November 30, 2017, is now shifting to March 31, 2018.

	2. Technical Implementation: 2018 IRB North Station - Deploy and fit out permanent major equipment (vessel, truck, trailer, and supplementary equipment). This milestone is shifting from the targeted June 15th, 2018 date to an earlier completion date of June 8, 2018. 3. Hiring: 2018 IRB Station - Complete training of IRB North Crew has shifted its milestone to an earlier completion target of May 30th from the original target of May 31st. 4. Technical Implementation: 2018 IRB North Station 2018 - Deploy and fit out interim major equipment (vessel, truck, trailer and supplementary equipment). This milestone is anticipating an early completion date. The target completion date of June 15th, 2018 is shifting forward to June 8, 2018. 5. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of June 1st, 2018 (Attention Required). 6. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of July 1, 2018.
Financial	(see table below) Additional information (or see attached detail worksheet): Financial costs related to the delayed announcement of Rankin Inlet are approximately: $45,426.73 This includes the approximate cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.
Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	
Contractual	
Program Delivery	
Scope	
Other	

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 276,000	$ 230,573.37	-$ 45,426.73
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 276000.0	$ 230,573.37	-$ 45,426.73
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approval of Project Change Request
Action Due Date:	July 15, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

Project Change Request: 8H310-2-001

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.14.7	Transportation Services: Cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.			$ 20,000	-25,426.73	**-$45,426.73**
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

PROJECT CHANGE REQUEST NO: 8H310-2-003

Date:	June 18, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This retroactive PCR is being raised to reflect a FY 17/18 transfer of $196,000 from project 8K100 (P9) and $69,984 from project H9902 (P11) to support FY 17/18 operations for IRB North. These amounts were being sought on a one-time only basis, with salary and O&M funding will be coming out of the projects A-Base funding in future years. Subsequent PCRs have been submitted to accurately reflect project cost estimates to support operations.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Operations & Maintenance – The transfer of $265,984 into 8H310 will be utilized to suport ongoing engagement, recruitment and selection activities. These funds will be required to pay travel-related expenses for interviews and recruitment-related events at colleges and universities. These funds will be used for both the Crewmember and Supervisor selection processes, as both processes will be open up across Canada.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this funding transfer is not approved.

Financial

Current Year (CYBA) Adjustment ($000's) FOR FY 2017/18			
	Current (Previous FY)	New	Delta
ATL	$	$	$ 0.0
C & A	$ 202,000.0	$ 467,984.0	$ 265,984.0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 202,000.0	$ 467,984.0	$ 265,984.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):
The New Budget is calculated based on the project's 2017/2018 FY budget ($202,000) with the additional funding transfer(s) of $265,984 added.

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, no budget for travel-related expenses in initial project year, recruitment activities, only operations).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project's additional funding request for the 2017-2018 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-003

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

No information has been removed or severed from this page

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Transfer of O&M funding			$	$ 265,984.0	**$ 265,984.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	August-24-18 10:49 AM
To:	CCG CA Incident Management / Gestion des Incidents CA GCC (DFO/MPO)
Cc:	Rimmer, Jason; Jollez, Katia; Garapick, Peter; Simmons, Emily; Baumgarten, Phoebe
Subject:	FOR APPROVAL: IRB North PCRs - 002/004
Attachments:	RE: IRB PCRs for Signature ; PCR - 004 - IRB.pdf; PCR - 002 - IRB.pdf

Good morning Marc-André,

Please find attached two Project Change Requests for your approval. They have been seen by myself (for Peter) and the PMO in Ottawa already (attached email – project management and finance). Once approved, please forward to Katia Jollez for her approval.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Smith, Laura (SAR)

From: Simmons, Emily
Sent: August-23-18 9:30 AM
To: Thompson, Steve A
Subject: RE: IRB PCRs for Signature

s.19(1)

Steve,

Also, please send along the version of PCR-002 to Marc for signature then to be reviewed by PMO.

John [redacted] has given the go-ahead on the final 2 (PCR-002, 004).

Thanks a lot,

Emily Simmons
Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
TEL: (613) 295-4196

Canadian Coast Guard Garde côtière canadienne

From: Thompson, Steve A
Sent: August-09-18 11:34 AM
To: Simmons, Emily
Subject: RE: IRB PCRs for Signature

Thanks, Emily.

Here's the modified PCR-004 with a corrected CYBA. If you have any questions or require clarification, please let me know.

Regards,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

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From: Simmons, Emily
Sent: August-09-18 9:12 AM
To: Thompson, Steve A
Subject: RE: IRB PCRs for Signature

Hi Steve,

I have looked over the PCRs. Just a heads up - I had a meeting with finance and some questions came back about long-term implications of the additional funding requests for PCR 002 & 004.

PCR 001: Please have a look at the CYBA chart in the "New" column. The 236,573 should be **230, 573.** I have made that adjustment on the new copy attached. Please send the copy attached for regional sign-off.

PCR 003: This version attached can also be sent for regional approval.

PCR 004:
The CYBA has a discrepancy where the "New" budget and "Delta" have been input into the opposite columns and will need to be adjusted. Once this is done, I can go back to finance to confirm that this is correct and have Joe sign off.

PCR 002: This one seemed to raise the most questions with finance, and [redacted]
leaves little wiggle room for me to push it through. I will need to correspond with him on this.

Chat soon,

Emily Simmons
Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
TEL: (613) 295-4196 CEL: (514) 467-8560

s.19(1)

Canadian Coast Guard   Garde côtière canadienne

From: Thompson, Steve A
Sent: August-09-18 8:25 AM
To: Simmons, Emily
Subject: RE: IRB PCRs for Signature

Good morning Emily,

Just wondering if you've been able to look these over yet? If so, please let me know if you've got any suggestions prior to Me sending them out for approvals.

Thanks,

Steve Thompson
A/Superintendent, Search & Rescue - Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant, Recherche & sauvetage – Arctique p.i.
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: August-01-18 10:14 AM
To: Simmons, Emily
Subject: RE: IRB PCRs for Signature

Hi Emily,

Please find attached the modified PCRs for your review. If you're OK with them, I will send them to Marc-Andre Meunier for approval and start the arduous process of having them fully approved.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Simmons, Emily
Sent: July-25-18 9:44 AM
To: Thompson, Steve A
Subject: RE: IRB PCRs for Signature

Hi Steve,

Sorry to bother you and add another component to the process. However I've received a few questions back regarding the financial section of the PCRs.

The "Current" section of the CYBA should show your original 2017/2018 budget. The "New" column should then show what the new budget will be after the $45,426 is taken out. The delta here is correct, but these two columns will require adjustment.

The same question has been asked of all four PCRs that carry a financial component and therefore require adjustments on this page.

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$	$	-$ 45,426.73
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 0.0	$ 0.0	-$45,426.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Sincerely,

Emily Simmons

Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
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Canadian Coast Guard   Garde côtière canadienne

From: Thompson, Steve A
Sent: July-23-18 9:40 AM
To: Simmons, Emily
Subject: RE: IRB PCRs for Signature

Acting AC of C&A region, please.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

---

From: Simmons, Emily
Sent: July-23-18 9:40 AM
To: Thompson, Steve A
Subject: RE: IRB PCRs for Signature

Hi Steve,

The PCRs are currently with the OPP PMO. In lieu of Peter's signature, who should we use as the main authority for approval in his place? You or the A/C on the project?

Thanks,

Emily Simmons
Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
TEL: (613) 295-4196 CEL: (514) 467-8560

Canadian Coast Guard Garde côtière canadienne

From: Thompson, Steve A
Sent: July-23-18 9:37 AM
To: Simmons, Emily
Subject: RE: IRB PCRs for Signature

Good morning Emily,

Would you be able to let me know where these PCRs are at in the signature process?

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

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From: Simmons, Emily
Sent: June-22-18 3:40 PM
To: Garapick, Peter
Cc: Thompson, Steve A
Subject: IRB PCRs for Signature

Hi Peter,

Attached are the four PCRs related to the IRB project. Could you please review, sign and return these to me when you have a moment?

When this is completed I can then move them along for Senior Management approval.

Thank you & have a great weekend!

Emily Simmons
Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
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Canadian Coast Guard
Garde côtière canadienne

PROJECT CHANGE REQUEST NO: 8H310-2-002

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones -Interim Station
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. As a result of this delayed announcement, the operations will be required to be conducted out of an interim facility for a few years longer than anticipated, while a permanent facility is constructed. Commencing in June 2018, the operations will be conducted out of the DND Forward Operating Location. There was no Vote 1 funding received in 2018/19 onward to support a short-term lease, only Vote 5 funds to support the construction of a permanent facility. Based on conversations with DFO Real Property, there is a likely potential that a permanent CCG facility may not be ready until late 2021 or later, necessitating a longer-term arrangement (and funding) for an interim location.
Justification:	The change is required in order to ensure the project's funding scheme is consistent with the operational realities of delivering an operational Search and Rescue program, while simultaneously constructing a permanent facility in 2019/20 and 2020/21. The funding request for 2018/19 is contained within PCR 8H310-2-003.

Is this a request to access project Contingency funding?		☐ Yes	☒ No
Is this a CARRY FORWARD request?		☐ Yes	☒ No

	Arising	New Work	Must select one:
Type Of Change:	☐ Minor ☒ Major	☐ Minor ☐ Major	☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)

Change Priority:	☐ Low	☐ Medium	☒ High

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	N/A
Performance	The financial impacts of simultaneously constructing a permanent facility while conducting program operations may be limited to the 2018 - 2020 IRB seasons, depending on how quickly a permanent facility is made available. At the moment, it appears that there will be at least two fiscal years impacted where the CCG will be carrying out both construction of a permanent facility (using Vote 5), while also simultaneously conducting program operations via short-term lease (using Vote 1). This was not part of the original funding envelope for the project, and has a potential to strain program delivery if it persists for an extended period of time (likely due to the harsh construction environment in the Arctic and the very short construction window). The project team has learned that there may be longer-term rental options available in town, which may be able to be renovated to suit, which would be available as a 'permanent' location much quicker than the construction of a permanent facility. Although minimizing the duration for a short-term interim lease, this would require a separate PCR and scope analysis (referencing: funding and construction of a permanent facility).
Schedule	The scheduled milestones impacted are as follows: 1. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of October 1st, 2018 (Attention Required). 2. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of September 1, 2018. These two milestones have shifted right due to the project team's focus on delivering an operational program for the 2018 season, including extensive engagement and recruitment activities. These delays have the potential to cause a shift in a third project milestone: 3. 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION. Although currently forecasted to be complete by June 15, 2021, there is the potential that this facility will not be available until late-2021, necessitating funding to be available for an additional operational season (beyond this PCR) within an interim facility.

Financial

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 0	$ 0	$ 0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 0.0	$ 0.0	$ 0.0
Contingency	$	$	$ 0.0
Current FY + 1	$ 276,000	$ 176,813.48	$ -99,186.52
Current FY + 2	$ 276000	$ 176,813.48	$ -99,186.52
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Financial costs related to simultaneously leasing DND Forward Operating Location for 730 days, commencing April 1, 2019 (required to support ongoing program operation), while completing construction of a permanent CCG facility: $198,373.04.

This corresponds to an additional annual cost of $99,186.52 per year for FY 2019/20 and FY 2020/21.

This includes the two years' cost for the lease of the DND facility, including Personnel Accommodations Building and aircraft hangar.

Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	N/A
Contractual	DND Interdepartmental Letter of Agreement has 30 day written termination clause. Current expiration date of this Agreement is September 15, 2020, and would require re-negotiation if a permanent facility is not available by this date. This is likely to occur.
Program Delivery	Ongoing program operations may be at risk without required funding, as operational funding may need to be reallocated from other program elements - impacting program delivery and key outputs if not addressed.
Scope	N/A
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approve Change in Project Milestones
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1 Aug 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

Project Change Request: 8H310-2-001

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.9.1	Accommodations			$ 0	$198,373.04	$(198,373.04)
1.1.16.1	Capital Cost to Build Station / Accommodations / Storage Facility			$ 6,500,000	$ 6,500,000	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

PROJECT CHANGE REQUEST NO: 8H310-2-004

Date:	April 3, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This PCR is being raised to account for an additional $151,628 in Salary and an additional $136,918 in Operations & Maintenance. These amounts are being sought on a one-time only basis, and additional salary and O&M funding will be coming out of the projects A-Base funding in future years. The project is required to submit an Org Request in order to factor in these amounts within the project`s on-going funding following the 2018/2019 fiscal year.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02. Operations & Maintenance – Even with the $345,000 carry forward submitted in 2017/18, the program will require an additional $136,918 for 2018/19 operations. This roughly corresponds to the costs required to airlift the necessary supplies to Rankin Inlet and the lease cost of the DND facility for use in interim operations (reference PCR 8H310-02-002 for 2019/20 and 2020/21 on this), due to the delayed location announcement. Had the location been confirmed earlier, we may have been able to forgo some of these costs and utilized the 2017 commercial sealift for larger items. At this point, it is the only way for

	operations to commence in June 2018. These costs are also due to the fact that the RCAF is not able to airlift our supplies north anymore, as was originally believed to be the case. Capital – 2018/19 will represent the start of the process to erect a permanent facility in Rankin Inlet. This will come with significant costs, but the program has carried forward all $6,500,000 originally issued in 2017/18. Much of this will also be carried forward into 2019/2020, depending on the pace of design and construction.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this additional funding is not approved.
Financial	(see table and additional information below)

Current Year (CYBA) Adjustment ($000's)
SALARY ONLY

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 179,661.97	$ 331,289.97	$ 151,628
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 179,661.97	$ 331,289.97	$ 151,628
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02.

Financial

Current Year (CYBA) Adjustment ($000's)
O&M FUNDING

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 276,000	$ 412,918	$ 136,918
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 276,000	$ 412,918	$ 136,918
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, only one operational supervisor, isolated post allowances etc.).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project`s additional funding request for the 2018-2019 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-003

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	[signature] Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	[signature] (S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Additional O&M funding			$ 276,000	$ 136,918.0	**$ 136,918.0**
1.1.8.1.2.3	Additional salary funding			$ 179,661.97	$ 151,628.0	**$ 151,628.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
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				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

Audit Report

<table>
<tr><td>Audit # CA-2018-C936-057</td><td colspan="2"></td></tr>
<tr><td>Region: Central & Arctic</td><td colspan="2">Department-Site: IRB Rankin Inlet</td></tr>
<tr><td>Audit date: August 23, 2018</td><td colspan="2">Report date: August 27, 2018</td></tr>
<tr><td>Lead Auditor: Nancy Torgerson
Auditor: André Vallée</td><td>Address to:</td><td>IRB Station Rankin Inlet
Attn: Coxswain
PO Box 712
Rankin Inlet, NU
X0C 0G0</td></tr>
<tr><td>Signature:</td><td>Cc:</td><td>Director, CCG Safety and Security
Manager, CCG Safety Compliance (Shore)
Regional Manager, CCG Safety & Security
Regional Director, Incident Management
Superintendent, Arctic Search and Rescue
Search and Rescue IRB Coordinator</td></tr>
</table>

This audit of the CCG Safety Management System (CCG SMS) was carried out on August 23rd, 2018 at the IRB Rankin Inlet Station with the Coxswain and Crew in attendance.

The objective of this audit, as covered at the opening meeting, was to verify that the CCG SMS is functioning well and to ensure personnel are familiar with the CCG SMS and their roles and responsibilities.

Documented evidence was verified to ensure that the CCG SMS is being followed and that adequate instructions are in place. At the closing meeting the Coxswain and Crew were presented with audit findings and informed that they may not fully represent all of the existing deficiencies of the CCG SMS. The original audit documentation was left on site as per CCG FSM procedure 9.A.1 with the understanding that a Corrective Action Plan would be developed.

- The Corrective Action Plan must be developed and forwarded to the Regional Manager, CCG Safety & Security no later than **7** days following receipt of the Non-Conformity Reports (NCRs) and corrective actions must be fully implemented within **90** days.
- Ships on a dual system (Lay-day – 46.6), shall provide a corrective action plan no later than (7) days following crew change.

Note:

Coxswains are responsible to ensure that all required SMS audits are scheduled yearly prior to their anniversary date. The date of your SMS audit, **August 23rd**, is your anniversary date. The scheduling of SMS Audits shall be done in collaboration with the office of the Regional Manager, Safety and Security.

Ample time is required to schedule audits in collaboration with various groups; CCG Regional Safety and Security, HQ Safety and Security, CCG Auditors, local Auditors, ROC etc.

The next SMS audit to be scheduled is an internal audit which must be successfully completed by August 23rd, 2019.

Number of non-conformities issued during this audit:

0	Major
2	Minor
0	Observations

Outstanding non-conformities

Closed this audit		Re-issued this audit	
0	Major	0	Major
0	Minor	0	Minor
0	Observations	0	Observations

Noteworthy Efforts / Best Practices:

- The Auditor was impressed with the enthusiasm of the Rankin Inlet IRB Coxswain and Crew and observed a strong buy-in and understanding of the SMS.
- Best Practice: The crew completes monthly OHS workplace inspections together. This is a proactive approach to workplace safety and the crew works together to address issues identified during the inspections.

Audit Findings/Concerns:

<u>Minor</u>

CA-C936-2018-001
The Shore-based Safety Manual (7.E.5(2)(2.2))states that "All persons handling hazardous materials are responsible to complete training appropriate to their responsibilities and for adhering to the requirements to ensure their safety, the safety of others, as well as, the protection of the environment."

There is no evidence that employees at Rankin Inlet IRB station have had the requisite WHMIS and Transportation of Dangerous Goods training.

CA-C936-2018-002
The Shore-based Safety Manual (7.E.8(3)(3.2)) states that "All halocarbon-containing equipment must be tagged and inventoried as per guidance from the Regional Office of Environmental Coordination (ROEC). Tags and inventory forms are available from the ROEC."

There is no evidence that an inventory of halocarbons exists for the Rankin Inlet IRB site.

Comments:

- The Auditor took some time during the audit to educate the Coxswain and Crew on the following Sections of the Manual:
  - 12.A.2 SMS Annual Review
  - 8.A.2 Emergency Preparedness and Response – Exercise and Evaluation
- The Coxswain and Crew were open and eager to learn more about their SMS and used this opportunity to strengthen their SMS and expand on their knowledge of the SMS.

Conclusion:

- Your CCG Safety & Security staff is always available for assistance or clarification with any question or concern.
- Do not hesitate to contact your RDPA (André Vallée) or myself @ 519-466-0158 or nancy.torgerson@dfo-mpo.gc.ca should you have any concerns regarding these audit findings.

I would like to take this opportunity on behalf of the audit team to thank the Rankin Inlet IRB Coxswain and Crew for their courtesy and cooperation during this audit.

Safety First, Service Always

Smith, Laura (SAR)

From: Rimmer, Jason
Sent: September-06-18 3:56 PM
To: Jollez, Katia
Subject: FW: PCRS 001 and 003
Attachments: IRB-001-Final Approval.pdf; IRB-003-Final Approval.pdf

s.19(1)

Just an FYI

The first two PCR's for IRB are headed to ACO.

J

From: Thompson, Steve A
Sent: September-06-18 3:43 PM
To: Assistant Commissioner's Office CA/Bureau de la Commissaire adjointe CA (DFO/MPO)
Cc: Rimmer, Jason; Simmons, Emily
Subject: FW: PCRS 001 and 003

Good afternoon,

Please find attached two Project Change Requests for AC Approval for IRB North (8H310).

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Simmons, Emily
Sent: September-06-18 3:41 PM
To: Thompson, Steve A
Subject: PCRS 001 and 003

Hi Steve!

Attached are PCR 001, and 003. Final step is for your A/C to sign off and approve!

Thank you for your patience, 002 and 004 are with Marc for signature –

Best,

Emily Simmons

Risk and Project Change Analyst / Analyste, Risks et Changement au Projet
Change Leadership and Implementation Management/ Leadership et Gestion du Changement
Canadian Coast Guard/ Garde Côtière Canadienne
200 Kent Street, Ottawa, K1A 0E6 – Station 6N126
TEL: (613) 295-4196

Canadian Coast Guard   Garde côtière canadienne

PROJECT CHANGE REQUEST NO: 8H310-2-001

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones			
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. Despite the shift in the scheduled milestones, this shift will not impact the approved project end date. This is due to the interm planning completed in absence of an official IRB site announcement.			
Justification:	The change is required in order to ensure the project's milestones are on track and to document the change to meet the approved completion deadline.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☐ Minor ☒ Major	New Work ☐ Minor ☐ Major	Must select one: ☒ National Budget (Increase) Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☒ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low	☐ Medium	☒ High	

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	
Performance	This change will not impact performance of the project due to the mitigation plan that was in place while waiting for the official announcement of the IRB station. Before Rankin Inlet was announced as the location of operations, the project team completed extensive preparations and had contingency plans in place for other possible locations.
Schedule	The scheduled milestones impacted are as follows: 1. Procurement: 2018 IRB North Season: Complete lease of interm station facility (accomodation, office, vessel and vehicles storage, boat launch and associated equipment. Originally slated to be completed by November 30, 2017, is now shifting to March 31, 2018.

	2. Technical Implementation: 2018 IRB North Station - Deploy and fit out permanent major equipment (vessel, truck, trailer, and supplementary equipment). This milestone is shifting from the targeted June 15th, 2018 date to an earlier completion date of June 8, 2018. 3. Hiring: 2018 IRB Station - Complete training of IRB North Crew has shifted its milestone to an earlier completion target of May 30th from the original target of May 31st. 4. Technical Implementation: 2018 IRB North Station 2018 - Deploy and fit out interim major equipment (vessel, truck, trailer and supplementary equipment). This milestone is anticipating an early completion date. The target completion date of June 15th, 2018 is shifting forward to June 8, 2018. 5. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of June 1st, 2018 (Attention Required). 6. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of July 1, 2018.
Financial	(see table below) Additional Information (or see attached detail worksheet): Financia costs related to the delayed announcement of Rankin Inlet are approximately: $45,426.73 This includes the approximate cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.
Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	
Contractual	
Program Delivery	
Scope	
Other	

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	~~$ 276,000~~ 230,573.37	~~$ 230,573.37~~ 276,000	~~$~~ 45,426.73
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	~~$ 276000.0~~ 230,573.37	$ ~~230,573.37~~ 276,000	~~$~~ 45,426.73
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

NOTE: not returning but asking for $45,426.73 (new budget is $276,000)
21-08-2018.

Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approval of Project Change Request
Action Due Date:	July 15, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	2018-08-14

OPP SECRETARIAT

Finance Analyst	Change Cost Analyst	Project Management Lead 23.08.2018.

* See corrected numbers.
- increase in budget not a decrease.
- need to confirm with Joe.

☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	2018-08-15
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	AUG 2 4 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

Project Change Request: 8H310-2-001

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1 1.14.7	Transportation Services: Cost difference in air freight costs associated with shipping all items north via air, rather than via marine sealift.			$ 20,000	-25 426.73	-$45,426.73
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

PROJECT CHANGE REQUEST NO: 8H310-2-003

Date:	June 18, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This retroactive PCR is being raised to reflect a FY 17/18 transfer of $196,000 from project 8K100 (P9) and $69,984 from project H9902 (P11) to support FY 17/18 operations for IRB North. These amounts were being sought on a one-time only basis, with salary and O&M funding will be coming out of the projects A-Base funding in future years. Subsequent PCRs have been submitted to accurately reflect project cost estimates to support operations.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	Must select one: ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Operations & Maintenance – The transfer of $265,984 into 8H310 will be utilized to suport ongoing engagement, recruitment and selection activities. These funds will be required to pay travel-related expenses for interviews and recruitment-related events at colleges and universities. These funds will be used for both the Crewmember and Supervisor selection processes, as both processes will be open up across Canada.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this funding transfer is not approved.

Financial

Current Year (CYBA) Adjustment ($000's) FOR FY 2017/18			
	Current (Previous FY)	New	Delta
ATL	$	$	$ 0.0
C & A	$ 202,000.0	$ 467,984.0	$ 265,984.0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 202,000.0	$ 467,984.0	$ 265,984.0
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):
The New Budget is calculated based on the project's 2017/2018 FY budget ($202,000) with the additional funding transfer(s) of $265,984 added.

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operation by June 2018 is said to be at risk without required fund.ng, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, no budget for travel-related expenses in inital project year, recruitment activities, only operations).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project's additional funding request for the 2017-2018 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Project Change Request

Approval: 8H310-2-003

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	2018-08-14

OPP SECRETARIAT

Finance Analyst	Change Cost Analyst	Project Management Lead 21.08.2018 *

☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	2018-08-15
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	~~Michelle Corrigan, Technical Operational Authority~~ XXXXXXXXXXXX	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	AUG 2 2 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	
Comments		

* Need PCRs from Projects 8K100 & H9902 or get PMs from these to sign this PCR. 21.

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1 17	Transfer of O&M funding			$	$ 265,984.0	$ 265,984.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

UNCLASSIFIED
EKME #: 3977214

MEMORANDUM FOR THE DIRECTOR GENERAL STEERING COMMITTEE

MEDIUM-TERM ACCOMMODATION FOR THE INSHORE RESCUE BOAT STATION IN RANKIN INLET

(For Decision)

SUMMARY

The purpose of this note is to seek your approval for the Canadian Coast Guard (CCG), Central and Arctic Region (C&A) to pursue a lease arrangement as a medium-term accommodation solution for the Inshore Rescue Boat (IRB) station in Rankin Inlet, in time to begin the 2020 operational season.

The lease option will give CCG flexibility while the needs for the new CCG Arctic Region are consolidated. It will allow the new Region time to consult further on service needs and program requirements in the area, as well as to establish partnership opportunities with the new DFO Arctic Regional Director General's Office.

BACKGROUND

On November 7, 2016, the Prime Minister launched a $1.5 billion national Oceans Protection Plan (OPP), which included the establishment of a seasonal Inshore Rescue Boat (IRB) station in the Arctic, crewed by Indigenous students. The objective is to support near-shore search and rescue (SAR) operations and ensure a stronger local emergency response capacity and reduce reliance on external resources. On January 4, 2018, Minister Dominic LeBlanc announced Rankin Inlet as the location for the new IRB station.

The initial scope of the project involved the construction of a new CCG IRB facility, for which the project was allocated $6.5 of its $7.75 million in major capital funding. The funds allocated were determined based on the construction costs for of the Burin Lifeboat Station and inflated by 20% to account for northern costs. DFO Real Property (RP) was not able to conduct a thorough assessment during the initial funding allocation process as a specific location was not announced as part of the initial project funding, identifying only the creation of a base, making an estimation of construction costs inaccurate.

To avoid program delays and ensure a successful first operational season in 2018, CCG signed an Interdepartmental Letter of Agreement (ILOA) with the Department of National Defence (DND) in March 2018 for the lease of DND's Personnel Accommodations Building and Forward Operating Location (FOL) (ILOA DND CCG 20180327). This was an interim solution until longer-term accommodations were found. While the lease's end date is September 15, 2020, it also contains an early termination clause permitting either party to exit with 30 days' notice.

ANALYSIS

The desired medium-to-long-term facility should be able to accommodate an office and garage/workshop space for staff and rescue boats, with a secure compound for parking and storage. The scope of work may also include wharf/docking facilities, if required. The station is generally used from June to mid-September and placed into a dormant state over the winter.

To date, finding a suitable location to build a new IRB station has proven difficult for two reasons: a lack of available space in Rankin Inlet due to the acquisition of properties by mining companies to support their operations in the area, and available land that meets requirements for an IRB base.

STRATEGIC CONSIDERATIONS

- CCG needs to privilege options that provide operational flexibility until the needs for the new CCG Arctic Region are identified in partnership with northern partners, as committed through the announcement of the new Region. This may include a full SAR station or a combined all-hazards approach that includes Environmental Response.
- DFO recently established a Regional Director General (RDG) in the Arctic, whose office may be located in Rankin Inlet or Yellowknife, whereas this would allow for the possibility for a joint CCG-DFO location no date has been set to determine where. Awaiting a decision on the RDG's office location before moving forward with the IRB base introduces unncecessary riskto the program.
- If a base cannot be constructed within the project lifespan a long-term lease option will need to be explored and a cash management strategy required, which may include a vote conversion of major capital to operations and maintenance (O&M) funds, or a return of major capital funds with a request for increased O&M budget.
- There is no established real estate listing service in Rankin Inlet, which complicates facility search and management. The remoteness of the location also complicates DFO RP support.
- Any available land or leases within the hamlet are under consideration by Agnico Eagle Mines (or subsidiary contractors), who are presently undergoing a $1.2B expansion as part of their efforts to recover 3.7 million ounces of gold in proven and probable reserves. This has included hiring (and housing) approximately 1000 employees and contractors.

OPTIONS CONSIDERED

s.20(1)(c)
s.21(1)(a)
s.21(1)(b)

CCG has involved the DFO RP team as well as Public Services and Procurement Canada (PSPC) to analyze the options available. The three options are:

3. Entering into a medium-term lease for another facility. ***Recommended***

   Sakku Investments, business arm of the Kivalliq Inuit Association, holds several rental properties in Rankin Inlet by the Johnson's Cove harbour that could meet IRB program needs with small, tenable improvements. Sakku Investments was contacted in June 2018 and they identified several properties by the harbour that they would be interested in leasing to CCG, and which would be available in January 2019. This option proposes to sign a lease for five years with a possibility of extension, starting in 2019 for the operational season beginning in 2020. The estimated annual costs are close to $310K, including office, non-office and warehouse facilities,

   Pursuing a lease agreement would provide the following benefits:

   - Allow the CCG flexibility while the needs and location for the new CCG Arctic Region are consolidated, leaving colocation possibilities open should the RDG'd office be located in Rankin Inlet..
   - Permit the IRB crew working in the DND facility in 2019 to set up the new location for 2020 in a timely and organized manner.
   - Permit CCG C&A to consult service needs and program requirements internally and with local communities, and to establish partnership opportunities with the new DFO RDG Arctic office.

- Provide a stable accommodation for the IRB station and crews while a permanent facility is constructed.
- Provide a mitigation strategy in the negotiation of a long term lease should the funding for the IRB OPP project terminte before an IRB base is constructed.

s.21(1)(a)
s.21(1)(b)

The cost breakdown of these proposals over a 10-year service is as follows:

Rankin Inlet IRB Accommodation Options

Costs		(2) Sakku Lease Option	
Initial Setup		$100,000	
Annual Lease Cost		$314,000	
Annual Utility Costs		$ -	
10 Year Costs		$3,240,000	

FUNDING

The CCG-OPP project (project code 8H310) has $6.5M in capital funding available for the construction of a permanent site, and is presently using approximately $100K per year in O&M funds for the interim lease. A request for additional O&M funds to support the interim DND lease during fiscal years 19/20 and 20/21 was submitted, and recently approved.

Should the recommended Option 3 be approved, a cash management strategy will be developed that will present the best option between a vote conversion of major capital to O&M funds, or a return or loan of major capital funds with a request for increased O&M budget.

CONSULTATION

In developing this briefing note, consultations have taken place with the OPP Secretariat in Headquarters, DFO Real Property, as well as with the Assistant Commissioner of the new Arctic Region.

RECOMMENDATION

It is recommended that you approve for CCG C&A to pursue an initial five-year lease with PSPC. An Accommodation Approval Request (AAR) will be submitted for your signature at a later date.

Upon approval, CCG C&A will proceed to develop a cash management strategy to convert or trade the existing capital funds as soon as possible, as well as a Project Change Request (PCR) to formalize the necessary changes.

____
Katia Jollez
Acting Regional Director, OPP

____

☐ **I concur**
☐ **I do not concur**

Gary Ivany
A/Assistant Commissioner,
Central & Arctic Region

____

☐ **I concur**
☐ **I do not concur**

Neil O'Rourke
Assistant Commissioner,
Arctic Region

____

☐ **I concur**
☐ **I do not concur**

Simon Melanson
Senior Director, Change Leadership &
Implementation

____

☐ **I concur**
☐ **I do not concur**

Jaime Caceres
Director General, OPP

____

☐ **I concur**
☐ **I do not concur**

Sam Ryan
Director General, Integrated Technical
Services

Canadian Coast Guard
Correspondence Routing Slip

Fiche d'acheminement de correspondance
Garde côtière canadienne

UNCLASSIFIED
GCCMS #:
EKME #: 397724

To: A/Assistant Commissioner, C&A

Date: October 19, 2018

Objet: Medium-Term Accommodation for the Inshore Rescue Boat Station in Rankin Inlet

From: Peter Garapick, National Project Manager, IRB-North
Marc-André Meunier, Regional Director, Incident Management
Katia Jollez, Acting Regional Director, OPP

Via:

X	Your Signature Votre signature		Information
	For Comments Observations		Material for the Minister Documents pour le ministre

Remarks:
Remarques: Seeking approval to pursue medium-term lease for IRB-North rather than building with capital funds within the OPP timeline set by the project.

Distribution: Simon Melanson, Senior Director, Change Leadership and Implementation
Sam Ryan, Director General, Integrated Technical Services
Jaime Caceres, Director General, OPP
Gary Ivany, A/Assistant Commissioner, Central & Arctic Region
Neil O'Rourke, Assistant Commissioner, Arctic Region

Drafting Officer: Chantalle Gonzalez 514-757-3985

Smith, Laura (SAR)

From:	Sands, Eric
Sent:	November-22-18 11:08 AM
To:	Jollez, Katia; Garapick, Peter; Thompson, Steve A; Gonzàlez, Chantalle
Cc:	Rimmer, Jason; Baumgarten, Phoebe
Subject:	RE: IRB-N - medium term accommodations
Categories:	8H310 IRB-N

s.21(1)(b)

Hi Katia,
I will discuss with my team and get back to you asap with an RP lead name. Given that it is shifting from an acquisition/construction project to a lease arrangement solution we will be treating it differently. I should also point out that given the amounts being considered for annual leasing costs in the range of $310K it will need to be handled through PSPC

Will come back to you soon.

Thanks
Eric

From: Jollez, Katia
Sent: 2018–November-22 8:52 AM
To: Sands, Eric; Garapick, Peter; Thompson, Steve A; Gonzàlez, Chantalle
Cc: Rimmer, Jason; Baumgarten, Phoebe
Subject: IRB-N - medium term accommodations

Hi all,

Gary has signed off on the BN for the lease.
Neil is also in agreement with this plan.
Unless there are new concerns I need to know about, I will pass it on to the PMO so that they can craft a PCR to go with it.
We should start working on lease options – Eric: who will be the lead from Real Property on this?

Thanks,
KJ

Smith, Laura (SAR)

From:	Calder, Dean
Sent:	January-09-19 2:19 PM
To:	Garapick, Peter
Cc:	Jollez, Katia; Baumgarten, Phoebe
Subject:	FW: DFO Inshore Rescue Boat (IRB) Base - Rankin Inlet
Categories:	8H310 IRB-N

FYI

Dean

From: Lorraine Lemiski <Lorraine.Lemiski@pwgsc-tpsgc.gc.ca>
Sent: January-09-19 1:18 PM
To: Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>
Cc: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: RE: DFO Inshore Rescue Boat (IRB) Base - Rankin Inlet

The meeting has been set for next Tuesday, January 15th. Will let you know the outcome of the meeting as soon as possible.

From: Lorraine Lemiski
Sent: January-09-19 10:50 AM
To: 'Calder, Dean' <Dean.Calder@DFO-MPO.GC.CA>
Cc: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: RE: DFO Inshore Rescue Boat (IRB) Base - Rankin Inlet

I have raised this to my Senior Management. We will be holding an internal meeting to determine whether or not we can combine the projects. I will follow up to see if they have set a date.

Happy New Year,

Lorraine

From: Calder, Dean [mailto:Dean.Calder@DFO-MPO.GC.CA]
Sent: January-09-19 8:53 AM
To: Lorraine Lemiski <Lorraine.Lemiski@pwgsc-tpsgc.gc.ca>
Cc: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: RE: DFO Inshore Rescue Boat (IRB) Base - Rankin Inlet

Lorraine,

We have a call with Coast Guard this morning. Do you have any updates we can share?

Thanks

Dean

From: Calder, Dean
Sent: December-19-18 10:14 AM
To: Lorraine.Lemiski@pwgsc-tpsgc.gc.ca
Cc: Jansen, Aldin (Aldin.Jansen@dfo-mpo.gc.ca) <Aldin.Jansen@dfo-mpo.gc.ca>
Subject: DFO Inshore Rescue Boat (IRB) Base - Rankin Inlet

s.21(1)(b)

Lorraine,

Thanks for taking my call. We are hoping to work piggy back PSPC's existing work on DFO's RDGO accommodations as both needs are located in Rankin Inlet.

I have included our background information in the notes below and attachments for the IRB Base in Rankin Inlet. I have included the PM for this project (Aldin Jansen)

The plan was initially to construct a new IRB Base in Rankin Inlet. Research on suitable locations resulted in challenges to that option. The following background notes supported a proposal to review a lease option:

Challenges to construction option:
There are two areas in Rankin Inlet with new lots available for lease/purchase and development, and neither are near the harbour:

- An industrial area has large enough lots; however the zoning is such that no more than one bedroom is allowed (as a caretaker suite). This site is on a hill with a steep, switch-backing access road which CCG does not want to negotiate with their trailer on a regular basis;
- A residential area with zoning which would accommodate the IRB station, however it is on recently infilled swamp and the lots are small so we would need to get to or three contiguous properties.

[redacted] DFO buy a specific property downtown and the zoning could accommodate an IRB station; however there are two derelict buildings on this site which we would have to demolish, and site remediation is almost guaranteed to be required. [redacted] Higher maintenance costs could be expected with a shared arrangement, and CCG security protocols preclude sharing the facility in this manner. This site is a bit closer to the water than the two other locations mentioned above, however access is through various smaller laneways and CCG expects that it would be difficult to get a trailer in and out of the location.

There is no established real estate listing service in Rankin Inlet. Real estate opportunities are advertised by word-of-mouth or posted on the bulletin board in the co-op store.

The PSPC PM has attended a few site meetings for the construction option, but PSPC Accommodations people have not been involved.

DND Lease:
An existing lease with DND (ILOA DND CCG 20180327) was established as an interim solution while a new IRB station was to be built by DFO-RPSS/PSPC using capital funds from the CCG Oceans Protection Program (OPP). DFO-RPSS and PSPC have not been able to find suitable properties for new construction in Rankin Inlet.

When the existing lease was established, DND facilities had limited program demands (under care and maintenance). However; since the lease was signed DND has been developing their facility [redacted] DND/CCG program requirements have been conflicting in shared use areas. The existing lease has a 30-day exit clause for either party. CCG does not believe that their program is reliably accommodated in the current location.

Sakku Lease Option:

Sakku Investments (business arm of the Kivalliq Inuit Association) holds several rental properties in Rankin Inlet by the Johnson's Cove harbour, which happen to be very well suited to the IRB program. Given the temporary nature of the current lease arrangement and the difficulty in selecting a suitable site for new IRB construction, CCG recommends pursuing lease arrangements with Sakku Investments. This approach would provide a flexible solution for the fledgling Arctic IRB program.

CCG identified the warehouse as a potentially suitable facility during one of their site visits. The Hamlet provided the owner's name (Sakku Investments) from their property register and DFO-RPSS contacted them directly to see if they would entertain a sale or leasing arrangement. Sakku identified a number of their properties by the harbour which they would be interested in leasing to DFO/CCG. CCG reviewed the information and found a some of them to be very well suited to use as an IRB station. CCG subsequently met with Sakku on site and toured through the prospective rental properties. The prices and tenable improvements breakdown in the accommodations approval request (attached) are based on Sakku's price table for local government transactions (as given to CCG). CCG and the DFO PM have indicated to Sakku that we are interested in pursuing a rental arrangement for the annex and warehouse pending approval though proper channels.

s.21(1)(b)

Smith, Laura (SAR)

From: Baumgarten, Phoebe
Sent: January-09-19 11:41 AM
To: Jollez, Katia
Subject: RE: Rankin Inlet IRB - Facilities

Hi Katia – FYI Peter ended the call right away because PSPC has not answered Dean (?) yet, so there is no new information. Dean will follow up again with PSPC to get information in the next day or so, so the call can be rescheduled for Thursday or Friday.

Phoebe

From: Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Sent: January 9, 2019 11:20 AM
To: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>; Ariss, Bill <Bill.Ariss@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Cc: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>; Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>
Subject: RE: Rankin Inlet IRB - Facilities

Good day,
I unfortunately won't be able to make this meeting but Phoebe will attend for me.
And she is working on updating the BN as it now required approval from DG OPP Steering Committee – not just AC.
Thanks,
KJ

-----Original Appointment-----
From: Garapick, Peter
Sent: December 19, 2018 1:23 PM
To: Garapick, Peter; Calder, Dean; Ariss, Bill; Jollez, Katia
Cc: Jansen, Aldin
Subject: Rankin Inlet IRB - Facilities
When: January 9, 2019 11:30 AM-12:15 PM (UTC-05:00) Eastern Time (US & Canada).
Where: 877.413.4788 / 2831352

Hoping to have PSPC on this call to discuss next "concrete" steps.

A weekly call to update progress towards confirming options for IRB Rankin Inlet facilities – accommodations, storage, office.
Initial time slot is short and can be extended earlier or later depending on your availability.

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	January-11-19 4:16 PM
To:	Baumgarten, Phoebe
Cc:	Rimmer, Jason
Subject:	RE: PCRs for IRB-North
Attachments:	PCR - 004 - IRB - Final Approval.pdf; PCR - 001 - Final Approval.pdf; PCR - 002 - IRB - Final Approval.pdf; PCR - 003-Final Approval.pdf
Categories:	8H310 IRB-N

Hi Phoebe,

Please find attached.

Thanks,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

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From: Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>
Sent: January-11-19 9:38 AM
To: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Cc: Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>
Subject: PCRs for IRB-North

Hi Steve,

As you know we're working on updating the briefing note about the lease option for IRB-North. As I'm a bit new to the file, would it be possible to send me all of the approved PCRs that have gone through so I can understand in a bit more depth?

Thanks very much!

Phoebe Baumgarten
Agente de projets | Équipe du Plan de protection des océans
Garde côtière canadienne, Région du Centre et de l'Arctique
Pêches et océans Canada
BB: (514) 794-4936 | phoebe.baumgarten@dfo-mpo.gc.ca

Project Officer | Oceans Protection Plan Team
Canadian Coast Guard, Central and Arctic Region
Fisheries and Oceans Canada
BB: (514) 794-4936 | phoebe.baumgarten@dfo-mpo.gc.ca

PROJECT CHANGE REQUEST NO: 8H310-2-004

Date:	April 3, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Funding Required for Salary and O&M			
Description of Change:	This PCR is being raised to account for an additional $151,628 in Salary and an additional $136,918 in Operations & Maintenance. These amounts are being sought on a one-time only basis, and additional salary and O&M funding will be coming out of the projects A-Base funding in future years. The project is required to submit an Org Request in order to factor in these amounts within the project's on-going funding following the 2018/2019 fiscal year.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	Must select one: ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low	☒ Medium	☐ High	

Impacts:

Background	In summary: Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02. Operations & Maintenance – Even with the $345,000 carry forward submitted in 2017/18, the program will require an additional $136,918 for 2018/19 operations. This roughly corresponds to the costs required to airlift the necessary supplies to Rankin Inlet and the lease cost of the DND facility for use in interim operations (reference PCR 8H310-02-002 for 2019/20 and 2020/21 on this), due to the delayed location announcement. Had the location been confirmed earlier, we may have been able to forgo some of these costs and utilized the 2017 commercial sealift for larger items. At this point, it is the only way for

Salary: Pay conditions Crew...

O&M: - upkeep - transp. costs ship 2 plane update

	operations to commence in June 2018. These costs are also due to the fact that the RCAF is not able to airlift our supplies north anymore, as was originally believed to be the case. Capital – 2018/19 will represent the start of the process to erect a permanent facility in Rankin Inlet. This will come with significant costs, but the program has carried forward all $6,500,000 originally issued in 2017/18. Much of this will also be carried forward into 2019/2020, depending on the pace of design and construction.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this additional funding is not approved.
Financial	(see table and additional information below)

Current Year (CYBA) Adjustment ($000's)
SALARY ONLY

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 179,661.97	$ 331,289.97	$ 151,628
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 179,661.97	$ 331,289.97	$ 151,628
Contingency	$	$	$ 0.0
Current FY + 1	$	$	$ 0.0
Current FY + 2	$	$	$ 0.0
Future Years	$	$	$ 0.0

Additional information (or see attached detail worksheet):

Salary – the additional salary required to support IRB North for 2018/19 is $151,628, due to the incorrect scoping of the project (i.e., only one operational supervisor; no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02.

Financial	Current Year (CYBA) Adjustment ($000's) O&M FUNDING			
		Current	New	Delta
	ATL	$	$	$ 0.0
	C & A	$ 276,000	$ 412,918	$ 136,918
	WES	$	$	$ 0.0
	NCR	$	$	$ 0.0
	NATIONAL	$ 276,000	$ 412,918	$ 136,918
	Contingency	$	$	$ 0.0
	Current FY + 1	$	$	$ 0.0
	Current FY + 2	$	$	$ 0.0
	Future Years	$	$	$ 0.0
	Additional information (or see attached detail worksheet):			
Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary & O&M funding over the projects subsequent years.			
Integrated Logistic Support	N/A			
Contractual	N/A			
Program Delivery	Operation by June 2018 is said to be at risk without required funding, therefore may impact program delivery and key outputs if not addressed.			
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, only one operational supervisor, isolated post allowances etc.).			
Other	N/A			
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)			

Recommendation:

Recommended Action:	The recommended action is to support the project's additional funding request for the 2018-2019 fiscal year.
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-00

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1-Aug-2018
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	p.i. André Vallée Marc-Andre Meunier, Project Director 8H310	18-09-2018
OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	07.09.2018. * Project Management Lead
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date: September 18, 2018
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	Oct. 1, 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor Franck Hounzangbé	2018-10-04
Comments		

One time! *Org. change request is required for future years. 07.09.2018.

Project Change Request: 8H310-2-003

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.17	Additional O&M funding			$ 276,000	$ 136,918.0	**$ 136,918.0**
1.1.8.1.2.3	Additional salary funding			$ 179,661.97	$ 151,628.0	**$ 151,628.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

Pages 685 to / à 690

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pages 622 to / à 627

PROJECT CHANGE REQUEST NO: 8H310-2-002

Date:	18 June 2018
Project Code:	8H310
Project Title:	8H310: Inshore Rescue Boat North (IRB)
Region: (if applicable)	Central and Arctic (C&A)
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick

Identification:

Change Title:	Change in Project's Scheduled Milestones -Interim Station			
Description of Change:	Due to the delayed announcement of the Inshore Rescue Boat North Station, which has now been identified as Rankin Inlet, some project milestones are shifting to the right. As a result of this delayed announcement, the operations will be required to be conducted out of an interim facility for a few years longer than anticipated, while a permanent facility is constructed. Commencing in June 2018, the operations will be conducted out of the DND Forward Operating Location. There was no Vote 1 funding received in 2018/19 onward to support a short-term lease, only Vote 5 funds to support the construction of a permanent facility. Based on conversations with DFO Real Property, there is a likely potential that a permanent CCG facility may not be ready until late 2021 or later, necessitating a longer-term arrangement (and funding) for an interim location.			
Justification:	The change is required in order to ensure the project's funding scheme is consistent with the operational realities of delivering an operational Search and Rescue program, while simultaneously constructing a permanent facility in 2019/20 and 2020/21. The funding request for 2018/19 is contained within PCR 8H310-2-003.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☐ Minor ☒ Major	New Work ☐ Minor ☐ Major	Must select one: ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☒ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☐ Medium	☒ High

Impacts:

Background	Through the Oceans Protection Plan (OPP), DFO and CCG have committed to open an Inshore Rescue Boat (IRB) Station in Rankin Inlet, Nunavut. This was announced by Minister LeBlanc on January 4, 2018. The IRB Station in Rankin Inlet will increase marine safety and continue to demonstrate the Department's commitment to reconciliation by creating tangible opportunities for employment and participation in the marine safety system for Indigenous Peoples in the North.
Technical	N/A
Performance	The financial impacts of simultaneously constructing a permanent facility while conducting program operations may be limited to the 2018 - 2020 IRB seasons, depending on how quickly a permanent facility is made available. At the moment, it appears that there will be at least two fiscal years impacted where the CCG will be carrying out both construction of a permanent facility (using Vote 5), while also simultaneously conducting program operations via short-term lease (using Vote 1). This was not part of the original funding envelope for the project, and has a potential to strain program delivery if it persists for an extended period of time (likely due to the harsh construction environment in the Arctic and the very short construction window). The project team has learned that there may be longer-term rental options available in town, which may be able to be renovated to suit, which would be available as a 'permanent' location much quicker than the construction of a permanent facility. Although minimizing the duration for a short-term interim lease, this would require a separate PCR and scope analysis (referencing: funding and construction of a permanent facility).
Schedule	The scheduled milestones impacted are as follows: 1. Construction: 2019 IRB North Season - Sign contract with PSPC for design and construction of permanent station. This milestone was to be completed by August 31st, 2017 but is now showing an anticipated completion date of October 1st, 2018 (Attention Required). 2. Procurement 2019 IRB - Sign long term lease with community for permanent IRB North Station. This milestone was to be completed by April 2018, but has a new anticipated completed date of September 1, 2018. These two milestones have shifted right due to the project team's focus on delivering an operational program for the 2018 season, including extensive engagement and recruitment activities. These delays have the potential to cause a shift in a third project milestone: 3. 2021 IRB NORTH SEASON - COMMENCE OPERATIONS OF PERMANENT IRB NORTH STATION. Although currently forecasted to be complete by June 15, 2021, there is the potential that this facility will not be available until late-2021, necessitating funding to be available for an additional operational season (beyond this PCR) within an interim facility.

Financial

Current Year (CYBA) Adjustment ($000's)

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$	$	$
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$	$	$
Contingency	$	$	$ 0.0
Current FY + 1	$ 240,000	$ 339,186.52	$ 99,186.52
Current FY + 2	$ 240,000	$ 339,186.52	$ 99,186.52
Future Years	$	$	$

Additional information (or see attached detail worksheet):

Accounting for 2019/2020 & 2020/2021

Financial costs related to simultaneously leasing DND Forward Operating Location for 730 days, commencing April 1, 2019 (required to support ongoing program operation), while completing construction of a permanent CCG facility: $198,373.04.

This includes the two years' cost for the lease of the DND facility, including Personnel Accommodations Building and aircraft hangar.

Risk	Failure to receive the additional funding required to support program operations will require funding reallocation from within the project, jeopardizing other aspects of program operations.
Integrated Logistic Support	N/A
Contractual	DND Interdepartmental Letter of Agreement has 30 day written termination clause. Current expiration date of this Agreement is September 15, 2020, and would require re-negotiation if a permanent facility is not available by this date. This is likely to occur.
Program Delivery	Ongoing program operations may be at risk without required funding, as operational funding may need to be reallocated from other program elements – impacting program delivery and key outputs if not addressed.
Scope	N/A
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	Approve Change in Project Milestones
Action Due Date:	June 30, 2018
Recommended By:	Peter Garapick (National Project Manager)

Approval: 8H310-2-001

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	25 July 2018
☐		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	(S. Thompson for) Peter Garapick, National Project Manager 8H310	1 Aug 2018
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	p.i. André Vallée Marc-Andre Meunier, Project Director 8H310	18-09-2018

OPP SECRETARIAT

Finance Analyst	Change Cost Analyst	Project Management Lead 31.03.2018.

☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date: September 18, 2018
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	Oct. 1, 2018
☐		Date:
☑ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor Franck Hounzangbé	2018-10-04
Comments		

Project Change Request: 8H310-2-002

WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.9.1	Accommodations for 2019/2020 & 2020/2021 @ $99,186.52 per year			$ 0	$198,373.04	$(198,373.04)
						$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0
				$	$	$ 0.0

Smith, Laura (SAR)

From: Thompson, Steve A
Sent: January-16-19 5:11 PM
To: CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Cc: Garapick, Peter; Meunier, Marc-André; Jollez, Katia; Edwards, Tyler; Rimmer, Jason; Bisson, Émilie; Chavez, Maité; Landry, Theresa; Baumgarten, Phoebe; Ferreira, Sonia; O'Rourke, Neil
Subject: Project Progress Report (P10) - 8H310 - IRB North
Attachments: P10 FY1819-PPR-8H310-Inshore Rescue Boat North (IRB) V2.xls

Categories: 8H310 IRB-N

Good afternoon,

As requested, please find attached the completed P10 Project Progress Report for OPP Project 8H310 – IRB North.

In the financial table, cells highlighted in yellow should earmarked for Carry-Forward until FY 19/20. I'll complete the paperwork to support this in response to the call-letter.

Thank you,

Steve Thompson
Senior Officer, Search and Rescue – Arctic
Canadian Coast Guard | Central and Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Agent principal, Recherche et Sauvetage – Arctique
Garde côtière Canadienne | Région du Centre et de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Key Milestones and Deliverables for Engagement and Consultation

Engagement / Consultation Health Indicator | On Track

Past Month's Accomplishments and Next Month Activities:

Past Month's Accomplishments and Activities:
Past Month: None.
Next Month: COmpletion of IRB Crewmember and COxswain interviews.

Overall Progress Summary

Overall Progress Summary: Overall Progress Summary: Completion of initial season of IRB SAR operations from DND facility in Rankin Inlet, which were delivered using the 46.6 crewing system with one operational supervisor and three Inuit post-secondary crewmembers. Additional administrative support required to address Pay Issues (Phoenix-related / Timekeeping / Travel), andhiring for 2019 season.

Project status remains 'On Track' based on discussions at Steering Committee and PCRs still in approval process. The project is 'On Track' for all effective purposes. And scheduling / delivering Fall 2018 Indigenous post-secondary student recruitment campaign for 2019 season.

Highlights

Project Delivery Highlights: From June 26 to September 4, 2018, SAR operations were carried out in Rankin Inlet, with one operational supervisor and three Inuit post-secondary crewmembers using Rosborough 9.11m RHIB. Effective response range is Chesterfield Inlet, NU to Whale Cove, NU.

ENGAGEMENT AND CONSULTATION Issues Log

Identify in order of Newest to Oldest Issues in Table

Open Date	Issue	Resolution Plan	Due Date	Accountability	Closed?	Outcome

PARTICPANTS	Region	DEPTH OF ENGAGEMENT	LOCATION AND VENUE	TYPE	DEPARTMENTAL REPRESENTATIVES	HOST ORGANIZATION	DESCRIPTION	OBJECTIVE	POINTS/CONCERNS/ISSUES RAISED	Target Date (DD/MM/YYYY)	Forecasted/Actual Date (DD/MM/YYYY)	STATUS
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Makivik Corp on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 28, 2018	August 1, 2019	Not Started
Indigenous	C&A	CONSULT	Kuujjuaq, QC	Call for input	Steve Thompson	CCG	POSTPONED TO 2019:Discussion with Kativik Regional Government on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 28, 2018	August 1, 2019	Not Started
Stakeholders	C&A	CONSULT	Happy Valley-Goose Bay, NL	Call for input	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Nunatsiavut Government / Nunatukavut on proposed expanded area of selection of Inshore Rescue Boat North.	Gain support for expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	August 30, 2018	August 1, 2019	Not Started
Indigenous	C&A	INFORM	Ottawa, ON	Education	Steve Thompson	CCG	Information session: Nunavut Sivuniksavut (Ottawa)	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	September 21, 2018	November 9, 2018	Completed
Stakeholders	C&A	INFORM	Athabasca, AB	Education	Steve Thompson	CCG	POSTPONED TO 2019: Information Session: Athabasca University	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Session will not be completed this year.	October 10, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	Inuvik, NT	Education	Steve Thompson	CCG	Information Session: Aurora College; Inuvik, NT	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Positive feedback and interest in the job opportunities	October 30, 2018	November 2, 2018	Completed
Stakeholders	C&A	INFORM	Whitehorse, YU	Education	Steve Thompson	CCG	POSTPONED TO 2019: Information Session: Yukon College	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.	Session will not be completed this year.	November 7, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	Whitehorse, YU	Education	Steve Thompson	CCG	POSTPONED TO 2019: Discussion with Yukon Government on expanded area of selection of Inshore Rescue Boat North.	Explain the expanded area of selection for Inshore Rescue Boat North, while simultaneously raising awareness about the job opportunity.	Session will not be completed this year.	November 7, 2018	September 15, 2019	Not Started
Stakeholders	C&A	INFORM	St. John's, NL	Education	Steve Thompson	CCG	Information Session: Memorial University	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity.		November 15, 2018	November 15, 2018	Completed
Stakeholders	C&A	INFORM	Ottawa, ON	Education	Steve Thompson	CCG	Information Session: National CMAC	Provide stakeholder update at marine forums with respect to the IRB North job opportunity and project.	Update will be completed via general OPP update, given by Arctic HUB Secretariat.	November 13, 2018	November 13, 2018	Completed
	C&A	INFORM	Montreal, QC	Education	Steve Thompson	CCG	Information Session: 8th Edition of MAMU! Montreal Aboriginal Employment Fair	Recruitment sessions at targeted universities and academic institutions for the IRB North job opportunity. Simultaneously raising awareness about project to interested stakeholders.	Feedback from attendees was generally positive, and supportive of CCG work in the region	November 8, 2018	November 8, 2018	Completed
Stakeholders	C&A	INFORM	Yellowknife, NT	Education	OPP Arctic Hub	CCG	PNR-CMAC: Update Meeting	Provide stakeholder update at marine forums with respect to the IRB North job opportunity and project.	Update will be completed via general OPP update, given by Arctic HUB Secretariat.	November 27, 2018	November 27, 2018	Completed

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	February-11-19 4:13 PM
To:	CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Cc:	Garapick, Peter; Meunier, Marc-André; Jollez, Katia; Edwards, Tyler; Rimmer, Jason; Chavez, Maité; Landry, Theresa; Baumgarten, Phoebe; Ferreira, Sonia; O'Rourke, Neil
Subject:	Project Progress Report (P11) - 8H310 - IRB North
Attachments:	P11 FY1819-PPR-8H310-Inshore Rescue Boat North (IRB).xlsx

Good afternoon,

As requested, please find attached the completed P11 Project Progress Report for OPP Project 8H310 – IRB North.

In the financial table, cells highlighted in yellow should earmarked for Carry-Forward until FY 19/20. I'll complete the paperwork to support this in response to the call-letter. Also, the two cells identified in Allotment 120 can be combined together. I'm not sure why the $99,186.52 (DND Lease cost) is presented a separate line item with no budget, when the remainder of 120 funds are in another line item and have sufficient budget available to cover it.

Thank you,

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

Financial Summary - Details

Project Budget Status | G

Forecast VS YTD Encumbrances Table

Period	P9 - 18/19	P10 - 18/19	P11 - 18/19	P12 - 18/19	P1 - 19/20
Forecast	$1,543,564.00	$1,534,910.00	$1,550,390.00	$0.00	$0.00
YTD Encumbrances	$1,836,064.00	$1,580,777.00	$1,098,831.79	$0.00	$0.00

Project Status Indicators	
	Budget (TEC)
G	+ 0 to 10%
Y	+11 to 20%
R	> 20%

NOTE:
Financial Summary and justifications if required: $6.5M has been loaned to Coast Guard and repaid next fiscal.
OBCF: $345K (C9A47 / Allot 120); CBCF: $598,838
ST-RPM: Update P8: Carry Forward Requests from RC C9A47/H9901/H9902 from 18/19 to 19/20:
Allotment 120: $32,918 (from H9902)
Allotment 210: $2,547,676 (from H9901/H9902) : $70,309 (from C9A47). TOTAL CARRY FORWARD: $2,617,985

Abacus Financial Extraction - Pre-Populated from OPP Finance Team - Project Managers must confirm Forecast

Date of Extraction: September 4.2018

Responsibility Centre	Allotment	Current Budget (1)	Planned Transfers (2)	Adjusted Budget (3) = 2 + 1	Expenditures (4)	Obligations (5)	Commitments (6)	Total Encumbrances (7)	Free Balance (8) = 3 - 7	Forecast (9)	Surplus / Deficit (10) = 3 - 9	COMMENTS
C9A47	110	325,049		325,049.00	337,892.51	17,808.78	8,838.24	364,539.53	(39,490.53)	358,026.00	(32,977.00)	
C9447	110	-		-	-	-	-	-	-		-	
C9A47	118	-		-	-	-	-	-	-		-	
C9447	120	-		-	99,186.52	-	-	99,186.52	(99,186.52)	99,186.52	(99,186.52)	does this need to be re-coded?
C9A47	120	763,565.00		763,565.00	581,097.07	22,671.59	-	603,768.66	159,796.34	664,378.48	99,186.52	can this forecast be reduced?
C9A47	280	15,853.00		15,853.00	15,853.31	-	-	15,853.31	(0.31)	15,853.00	-	
C9A47	284	350,000.00	-	350,000.00	-	-	-	-	350,000.00	350,000.00	-	
C9A47	210	70,309.00		70,309.00	-	-	-	-	70,309.00		70,309.00	
H9173	110	5,050.83		5,050.83	-	-	-	-	5,050.83	5,051.00	(0.17)	
A9100	120	4,929.00		4,929.00	-	-	-	-	4,929.00	4,929.00	-	
H9902	280	483,838.00		483,838.00	-	-	-	-	483,838.00	-	483,838.00	
H9902	210	2,063,838.00		2,063,838.00	-	-	-	-	2,063,838.00	-	2,063,838.00	
H9176	120	15,471.00		15,471.00	-	-	-	-	15,471.00	15,471.00	-	
H9177	120	5,416.00		5,416.00	-	-	-	-	5,416.00	5,416.00	-	Implementation Team - Do Not Change
H9178	110	8,392.50		8,392.50	-	-	-	-	8,392.50	8,393.00	(0.50)	Implementation Team - Do Not Change
W9100	110	8,205.83		8,205.83	-	-	-	-	8,205.83	8,206.00	(0.17)	Implementation Team - Do Not Change
C9100	120	15,480.00		15,480.00	15,483.77	-	-	15,483.77	(3.77)	15,480.00	-	Implementation Team - Do Not Change
				-				-	-		-	
Project Total		**4,135,397.16**	-	**4,135,397.16**	**1,049,513.18**	**40,480.37**	**8,838.24**	**1,098,831.79**	**3,036,565.37**	**1,550,390.00**	**2,585,007.16**	
Vote 1		1,151,559.16	-	1,151,559.16	1,033,659.87	40,480.37	8,838.24	1,082,978.48	68,580.68	1,184,537.00	(32,977.84)	
Vote 5		2,983,838.00	-	2,983,838.00	15,853.31	-	-	15,853.31	2,967,984.69	365,853.00	2,617,985.00	

Smith, Laura (SAR)

From: Rimmer, Jason
Sent: February-24-19 5:16 PM
To: Thompson, Steve A
Subject: Re: Long Term Lease for IRB (N)

All good.

Joe will talk to CFO to make sure the long-term strategy is acceptable.

There's no problem short term and re purpose into OM but awaiting the BN to be signed by everyone for PSPC leasing to start on the agreement.

Jason Rimmer

Operational Lead | Chef Opérationnel
Oceans Protection Plan | Plan de protection des océans
Canadian Coast Guard | Garde côtière canadienne
Central and Arctic | Centre et Arctique.
jason.rimmer@dfo-mpo.gc.ca

BlackBerry: 226.402.2757

From: Thompson, Steve A
Sent: Sunday, February 24, 2019 17:08
To: Rimmer, Jason
Subject: RE: Long Term Lease for IRB (N)

Outcome from this meeting?

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

-----Original Appointment-----
From: Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>
Sent: February-21-19 2:17 PM
To: Belair-Jones, Nathalie; Cosgrove, Joseph; Edwards, Tyler; Thompson, Steve A
Cc: Bertorelli, John; Connors, Nathalie
Subject: Long Term Lease for IRB (N)
When: February-21-19 2:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: 1.877.413.4791 ext 2622242

Hi all,

To discuss re-profiling vote 5 monies to Vote 1 funds for the approved long term lease option for IRB(N). Also guidance on way forward for the long term lease when OPP ends.

<< File: MECTS-#4015990-v2-OPP_-_20190131_-_BN_IRB-N.PDF >>
Thanks

Smith, Laura (SAR)

From:	Beer, Estelle
Sent:	March-05-19 6:29 AM
To:	Rimmer, Jason
Cc:	Garapick, Peter; Weiss Reid, Joanne; O'Rourke, Neil
Subject:	RE: IRB North - Lease BN
Attachments:	MECTS-#4015990-v2-OPP_-_20190131_-_BN_IRB-N.pdf

Hi Jason,

As requested, the signed IRB North – Lease BN by Neil, dated Feb 18, 2019.

Estelle Beer

A/Executive Assistant / Adjointe exécutive intérimaire
Office of the Assistant Commissioner, Arctic Region /
Bureau du commissaire adjoint, Région de l'Arctique
Canadian Coast Guard / Garde côtière canadienne
200 Kent Street, Mail Station 8W143 / 200 rue Kent, Station 8W143
Ottawa, ON K1A 0E6

Tel / Tél: 613-998-8405

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Government of Canada / Gouvrnement du Canada

From: Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>
Sent: March-04-19 1:28 PM
To: Beer, Estelle <Estelle.Beer@dfo-mpo.gc.ca>
Subject: FW: IRB North - Lease BN

Hi Estelle.

Could you fwd me a copy of the IRB N BN with Neil's signature, please.

Thanks

Jason

From: Jollez, Katia
Sent: February-18-19 2:30 PM
To: Rimmer, Jason; Reid, Adam
Subject: Fw: IRB North - Lease BN

From: O'Rourke, Neil <Neil.O'Rourke@dfo-mpo.gc.ca>
Sent: Monday, February 18, 2019 2:25 PM
To: Garapick, Peter; Weiss Reid, Joanne; Jollez, Katia
Cc: Beer, Estelle
Subject: RE: IRB North - Lease BN

s.19(1)

Approved

Sorry for the delay. Estelle can provide an electronic signature if required.

Thanks
Neil

From: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Sent: Thursday, February 14, 2019 11:59 AM
To: O'Rourke, Neil <Neil.O'Rourke@dfo-mpo.gc.ca>; Weiss Reid, Joanne <Joanne.WeissReid@dfo-mpo.gc.ca>
Cc: Beer, Estelle <Estelle.Beer@dfo-mpo.gc.ca>
Subject: IRB North - Lease BN

Neil, I had a call with the group involved in the IRB North lease issue yesterday and a signed BN (attached) is a critical piece of moving the file forward with PSPC.
Can you review and sign if you concur?
Joanne, can your office move this up the pipe for signatures once Neil has signed, and please copy me?

Peter Garapick

Superintendent – Arctic Programs | Surintendant – Programmes de l'Arctique
Canadian Coast Guard | *Garde côtière canadienne*
Arctic Region | *Région de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Arctic Region | *Région du de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

UNCLASSIFIED
EKME #: 4015990

MEMORANDUM FOR THE OCEANS PROTECTION PLAN DIRECTOR GENERAL STEERING COMMITTEE

MEDIUM-TERM ACCOMMODATION FOR THE INSHORE RESCUE BOAT STATION IN RANKIN INLET, NUNAVUT
(For Decision)

SUMMARY

The purpose of this briefing note is to seek your approval for the Canadian Coast Guard (CCG), Central and Arctic Region (C&A) to pursue a lease arrangement as a medium-term accommodation solution for the Inshore Rescue Boat (IRB) station in Rankin Inlet, in time to begin the 2020 operational season.

This lease option will give CCG flexibility while the needs for the new CCG Arctic Region are consolidated. It will allow the new Region time to consult further on service needs and program requirements in the area, as well as to establish partnership opportunities with the new DFO Arctic Regional Director General's Office.

BACKGROUND

On November 7, 2016, the Prime Minister launched a $1.5 billion national Oceans Protection Plan (OPP), which included a project to establish a seasonal Inshore Rescue Boat (IRB) station in the Arctic, crewed by Indigenous students. The project objectives are to support near-shore search and rescue (SAR) operations, ensure a stronger local emergency response capacity, and reduce reliance on external resources in the Arctic. On January 4, 2018, Minister Dominic LeBlanc announced Rankin Inlet, Nunavut as the location for the new IRB station.

The initial scope of the project involved the construction of a new CCG IRB facility, for which the project was allocated $6.5M of its $7.75M in major capital funding. The fund allocation was determined based on the construction costs for of the Burin Lifeboat Station and inflated by 20% to account for northern costs. DFO Real Property (RP) was not able to conduct a thorough assessment during the initial funding allocation process because no specific location for the base had been identified at the time. As a result, the initial construction costs estimate may be inaccurate.

s.21(1)(a)
s.21(1)(b)

To avoid program delays due to a lack of accommodation for the first operational season in 2018, CCG signed an Interdepartmental Letter of Agreement (ILOA) with the Department of National Defence (DND) in March 2018 to lease DND's Personnel Accommodations Building and Forward Operating Location (FOL) (ILOA DND CCG 20180327). This was intended as an interim solution until longer-term accommodation could be found. While the lease end date is September 15, 2020, it also contains an early termination clause permitting either party to exit with 30 days' notice.

ANALYSIS

The desired medium-term facility should be able to accommodate an office and garage/workshop space for staff and rescue boats, with a secure compound for parking and storage. The scope of work may also include wharf/docking facilities, if required. The station is generally used from June to mid-September and placed into a dormant state over the winter.

To date, finding a suitable location to build a new IRB station has proven difficult for two reasons: a lack of available space in Rankin Inlet due to the acquisition of properties by mining companies, and a lack of available land that meets requirements for an IRB base.

STRATEGIC CONSIDERATIONS

- CCG needs to privilege options that provide operational flexibility until the needs of the new CCG Arctic Region are identified in partnership with northern partners, as committed through the announcement of the new Region.
- DFO recently established a Regional Director General (RDG) in the Arctic, whose office may be located in Rankin Inlet. A medium-term lease would provide an opportunity to explore long-term colocation options while meeting immediate IRB operational needs.
- If a medium-term lease option is approved, a cash management strategy will be required, which may include a vote conversion of major capital to operations and maintenance (O&M) funds, or a return or loan of major capital funds with a request for increased O&M budget.
- Any available land or leases in Rankin Inlet are under consideration by Agnico Eagle Mines (or subsidiaries). Agnico is presently undergoing a $1.2B expansion of its gold mining operations in the area, which has included hiring and housing approximately 1,000 employees and contractors.

OPTIONS CONSIDERED

CCG has involved the DFO Real Property team as well as Public Services and Procurement Canada (PSPC) to analyze the options available. The three options are:

s.20(1)(c)
s.21(1)(a)
s.21(1)(b)

3. Entering into a medium-term lease for another facility. ***Recommended***

Sakku Investments, business arm of the Kivalliq Inuit Association, holds several rental properties in Rankin Inlet by the Johnson's Cove harbour that could meet IRB program needs with small, tenable improvements. Sakku Investments was contacted in June 2018 and they identified several suitable properties that they would be interested in leasing to CCG, and which would be available in January 2019. This option proposes to sign a lease for ten years with a possibility of extension, starting in 2019 so as to allow enough time to prepare for the 2020 operational season. The estimated annual costs for the lease are close to $310K, including office, non-office and warehouse facilities.

Pursuing a medium-term lease agreement with Sakku would provide the following benefits:

- Allow the CCG flexibility while the needs and location for the new CCG Arctic Region are consolidated, leaving colocation possibilities open should the RDG office remain located in Rankin Inlet.
- Permit the IRB crew working in the DND facility in 2019 to prepare the new location for 2020 in a timely and organized manner.
- Permit the new Arctic Region to consult internally and with local communities on service needs and program requirements, and to explore partnership opportunities with the new DFO RDG Arctic office.
- Provide a stable accommodation for the IRB station and crews while a permanent facility is planned, financed and constructed.

s.21(1)(a)
s.21(1)(b)

The cost breakdown of these proposals over a 10-year period is as follows:

Rankin Inlet IRB Accommodation Options

		(2) Sakku Lease	
Initial setup costs		$100,000	
Annual lease cost		$314,000	
Annual utility costs		$ -	
10-year costs		$3,240,000	

FUNDING

This CCG-OPP project (project code 8H310) has $6.5M in capital funding available for the construction of a permanent site, and is presently using approximately $100K per year in O&M funds for the interim lease. A request for additional O&M funds to support the interim DND lease during fiscal years 2019/2020 and 2020/2021 was recently approved.

Should the recommended Option 3 be approved, a cash management strategy will be developed that will present the best option between a vote conversion of major capital to O&M funds, or a return or loan of major capital funds with a request for increased O&M budget.

CONSULTATION

In developing this briefing note, consultations have taken place with the OPP Secretariat in Headquarters, DFO Real Property, as well as with the Assistant Commissioner of the new Arctic Region.

RECOMMENDATION

It is recommended that approval be granted for CCG C&A (OPP Project 8H310) to pursue an initial ten-year lease for the IRB station in Rankin Inlet, NU. An Accommodation Approval Request (AAR) will be submitted to the Project Sponsor at a later date.

Upon approval, Project 8H310 will proceed to develop a cash management strategy to convert or trade the existing capital funds as soon as possible, as well as a Project Change Request (PCR) to formalize the necessary changes.

Katia Jollez
Acting Regional Director, OPP

☒ I concur
☐ I do not concur

JAN 31 2019

Gary Ivany
A/Assistant Commissioner,
Central & Arctic Region

☒ I concur
☐ I do not concur

February 18, 2019

Neil O'Rourke
Assistant Commissioner,
Arctic Region

☐ I concur
☐ I do not concur

Simon Melanson
Senior Director, Change Leadership & Implementation

☐ I concur
☐ I do not concur

Jaime Caceres
Director General, OPP

☐ I concur
☐ I do not concur

Sam Ryan
Director General, Integrated Technical Services

Canadian Coast Guard
Correspondence Routing Slip

Fiche d'acheminement de correspondance
Garde côtière canadienne

UNCLASSIFIED
GCCMS #: 2019-412-00002
EKME #: 4015990

To: DG OPP Steering Committee — Date: January 24, 2019

Objet: Medium-Term Accommodation for the Inshore Rescue Boat Station in Rankin Inlet

From: Peter Garapick, National Project Manager, IRB-North
Marc-André Meunier, Regional Director, Incident Management
Katia Jollez, Acting Regional Director, OPP

Via:

- [X] Your Signature / Votre signature
- [ ] Information
- [ ] For Comments / Observations
- [ ] Material for the Minister / Documents pour le ministre

Remarks: / Remarques: Seeking approval to pursue medium-term lease for IRB-North rather than building with capital funds within the OPP timeline set by the project.

Distribution: Simon Melanson, Senior Director, Change Leadership and Implementation
Sam Ryan, Director General, Integrated Technical Services
Jaime Caceres, Director General, OPP
Gary Ivany, A/Assistant Commissioner, Central & Arctic Region
Neil O'Rourke, Assistant Commissioner, Arctic Region N.O

Drafting Officer: Chantalle Gonzalez 514-757-3985

Smith, Laura (SAR)

From: Calder, Dean
Sent: March-06-19 11:55 AM
To: Rimmer, Jason
Subject: FW: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet
Attachments: Annex A & B.docx; Client Requirements.docx

Categories: To Do

FYI

Dean

From: Calder, Dean
Sent: February-28-19 9:40 AM
To: Jansen, Aldin (Aldin.Jansen@dfo-mpo.gc.ca) <Aldin.Jansen@dfo-mpo.gc.ca>; Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Subject: FW: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Here is the follow up from PSPC regarding my call with them on the IRB.

Dean

From: Candace Joudrey <Candace.Joudrey@pwgsc-tpsgc.gc.ca>
Sent: February-28-19 7:44 AM
To: Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>
Subject: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Good morning Dean,

Thank you for meeting with Christie and I to discuss the Rankin Inlet IRB requirements. Some of the services that PSPC can provide are Market Analysis/Reports, Leasing Services, Project Management and Contract Administration.

It is my understanding that you are looking to direct negotiate workshop/garage/accommodations with Sakku Investments Corporation. Prior to entering into any negotiations, I am required to obtain written confirmation of DFO's Project Approval (PA) which shall include at a minimum the budget funding source, a delegation of authority (16.3), timeline requirements and DFO's program requirements upon which the PA approval was granted.

In regards to the delegation of authority please see the below:

16.3 Delegation:

Annex A is a delegation to be utilized in a circumstance in which there is a delegation from the Minister of a Custodian Department to the Minister of PWGSC; and the Minister of the Custodian Department has not delegated, or will not be delegating the authority in question to an official within his/her Department.

Annex B is a delegation to be utilized in a circumstance in which the Minister of the Custodian Department has delegated his/her authority to an official in the Custodian Department (i.e., there will be a delegation from the Minister of the Custodian Department, executed by that Minister's authorized Departmental official, to the Minister of PWGSC).

PSPC is required to ensure that the public is provided with a fair and equitable opportunity to contract with the Crown. In order to direct negotiate for this space, we will require a justification from DFO. The justification should be signed by the same person will be signing the Delegation of Authority.

Once I have received the above information, and you confirm which services you are looking to obtain an SSA will be provided and once signed we can start working on the specific requirements and commission a Market Analysis Report (MAR) through our Valuations department. I will also develop a project schedule that would identify what in-service date can be achieved.

I have reviewed the documents provided for this project and developed a Client Requirement form to summarize the lease requirements.
Can you please identify which site(s) you are looking to lease from Sakku Investments:

- Block 16 Lot 1: Owned by Sakku Investments Corporation (the business arm of the Kivalliq Inuit Association, designated under Nunavut Land Claim Agreement). Office building. Some units available for lease. Zone C1.
- Block 16 Lot 2: Owned by Sakku. 8 apartments in single-storey building know as the Annex, and a hotel. Annex is suitable to reconfigure for IRB station. Annex available for lease. Zone C1.
- Block 16 Lot 3: Owned by Sakku. Three interconnected buildings and workshops. Available for lease. Zone C1
- Block 17 Lot 2: Owned by Sakku Investments. Wild Wolf warehouse. Available for lease. Suitable for vessel storage. Zone I.

I believe that the warehouse and accommodation buildings are separate buildings. Are you looking for PSPC to sign Leases for both spaces or would DFO prefer to sign the housing lease if its within departmental authorities?

Finally, do you have your own Lease agreement that you would like us to consider using? As I mentioned yesterday, we can provide you with a copy of our Lease for consideration.

Best regards,

Candace

Candace Joudrey, RPA
Leasing Officer, Real Property Services, Western Region
Public Works and Government Services Canada / Government of Canada
Ste. 100-167 Lombard Ave., Winnipeg, Canada R3B 0T6
candace.joudrey@tpsgc-pwgsc.gc.ca / Tel: 431-777-5041

Agente de location, Services immobiliers, Région de l'Ouest
Travaux publics et Services gouvernementaux Canada
167, avenue Lombard, pièce 100
Winnipeg (Manitoba) R3B 0T6
candace.joudrey@tpsgc-pwgsc.gc.ca / Tél: 431-777-5041

Annex 'A'
Template 16(3) Delegation by the Minister of a Custodian department

DELEGATION OF AUTHORITY
FEDERAL REAL PROPERTY AND FEDERAL IMMOVABLES ACT, SC 1991, C.50

Pursuant to Section 16, Subsection (3), of the Federal Real Property and Federal Immovables Act, the Minister of _____ *[insert name of Custodian department]* ___ hereby delegates to the Minister of Public Works and Government Services all of the necessary authority required, or incidental to, the completion of the following described [real property transaction] or [class of real property transaction] for and on behalf of the Department of _____ *[insert name of custodian department]* ____________:

> *[describe in sufficient details the authority granted to PWGSC, i.e., the power to negotiate a lease transaction for ..... Space in the city of ......]*

I further certify that Project Approval in respect of this transaction has been obtained in accordance with the applicable approval processes of Treasury Board and __*[insert name of Custodian department]*__.

This delegation is in force up to and including the ________ day of _______________ 20___.

DATED at ___________________ this ________ day of _______________ 20___.

Signature of Minister
Minister of *[insert name of Custodian department].*

Annex 'B'
Template 16(3) Delegation by an Official of a Custodian department

DELEGATION OF AUTHORITY
FEDERAL REAL PROPERTY AND FEDERAL IMMOVABLES ACT, SC 1991, C.50

I HEREBY CERTIFY:

(I) that pursuant to Section 3 of the Federal Real Property and Federal Immovables Act, the Minister of ____ *[name of Custodian department]* _______ has authorized me in writing to exercise on behalf of the Minister any power given by or under the Act, including the power to sign this delegation; and,

(II) that the attached document is a copy of my delegation of authority, and,

(III) that my delegation is in good standing and effect.

Therefore, pursuant to Section 16, Subsection (3), of the Federal Real Property and Federal Immovables Act, the Minister of _____ *[name of Custodian department]* ____________ hereby delegates to the Minister of Public Works and Government Services all of the necessary authority required, or incidental to, the completion of the following described [real property transaction] or [class of real property transactions] for and on behalf of the Department of _____ *[name of Custodian department]* _:

> *[describe in sufficient details the authority granted to PWGSC, i.e., the power to negotiate a lease transaction for ..... space in the city of ......]*

I further certify that Project Approval in respect of this transaction has been obtained in accordance with the applicable approval processes of Treasury Board and __*[name of Custodian department]*__.

This delegation is in force up to and including the ________ day of _______________ 20___.

DATED at ____________________ this ________ day of _______________ 20___.

Signature of Custodian employee: ___________________________
Print name:_________________________
Print title: ________________________

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	March-07-19 7:08 PM
To:	Garapick, Peter
Cc:	Rimmer, Jason; Bergeron, Mathieu
Subject:	Re: IRB North - Facility
Categories:	For Follow Up

s.21(1)(b)

I have all docs listed below.

Security requirements are determined by DFO - Safety and Security and will depend on the site and its configuration. I can see what I can get from Aldin for a recent build, as will be similar. They will want to do a risk assessment and site survey of the chosen location, but I'll see what I can find from recent SAR station builds to start the process.

I agree that we can assemble the package and have it signed off internally before going to DFO-RP.

Thanks,

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard
438-993-4622 | steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière canadienne
438-993-4622 | steve.thompson2@dfo-mpo.gc.ca

-------- Original message --------
From: "Garapick, Peter" <Peter.Garapick@dfo-mpo.gc.ca>
Date: 2019-03-06 6:05 PM (GMT-03:30)
To: "Thompson, Steve A" <Steve.Thompson2@dfo-mpo.gc.ca>
Cc: "Rimmer, Jason" <Jason.Rimmer@dfo-mpo.gc.ca>, "Bergeron, Mathieu" <Mathieu.Bergeron@dfo-mpo.gc.ca>
Subject: RE: IRB North - Facility

Steve, no surprise, this is kind of what I said on the call – you would have all of this info.
Since we (CCG) need to assemble this for RP, can you confirm that you have these materials at your fingertips?
Does the spec sheet describe security requirements?

I don't believe we have a justification for sole source spec'ed out yet, do we (you)?
That's a pretty easy justification as we all know – limited options.

I want us to assemble the package required to be signed off here in CCG and then present it to Real Properties who will ask PSPC for a meeting.

Peter G
Superintendent – Arctic Programs | *Surintendant – Programmes de l'Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Arctic Region | *Région de l'Arctique*

Cell/*portable*: (519) 312-4552
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Thompson, Steve A
Sent: March-06-19 13:19
To: Garapick, Peter
Cc: Rimmer, Jason; Bergeron, Mathieu
Subject: RE: IRB North - Facility

s.21(1)(b)

Hi Peter,

Aldin, as the PSPC liaison, already has the latest version of:

1. the CCG Small Vessel Station standard,
2. our requirements for IRB station (specs)

My input into the PSPC package is complete,

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>
Sent: March-06-19 1:49 PM
To: Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>; Piotrowski, Deanna <Deanna.Piotrowski@dfo-mpo.gc.ca>; Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>; Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>
Subject: IRB North - Facility

Here are the scratch notes from the call today at 11435h Eastern.
Jason R, Dean C, Aldin J and myself were on the call.

s.21(1)(b)

Dean has spoken to managing and leasing officers of PSPC in Wpg.
One of the key items required is a signed justification for a sole source lease with SAKKU – the BN can be an appendix to the Justification note.
Need our exact specifications for a marketing report to define the rental rate the lease should have (small vessel standard?)
Need security requirements for the site.
Need to get our ducks in a row. including the lease length – 2 x 5 year terms.
Dean indicated that the justification must be signed by the same person who is going to sign the lease - Real Property or CCG person – same individual.
We suspect it will be CCG and due to the amount of the lease that persons will be a higher up.
After we get all this done, we have a meeting with PSPC.

Jason – spoke to John B about the BN, V2; John had sent out a spread sheet with costing

Jason spoke to him and seems all issue were taking into consideration.
John B has signed copy by Neil and will forward for next signatures – Simon M, Jaime C, and Sam R.
John B wants to know future steps - "after OPP", where will funding come from?
Jason spoke to Joseph Cosgrove - there will be issues with Vote 5, $6.5 Mill left for long term so have to move some to O&M to cover off short term for DND Lease.
Short Term is DND, Mid Term is SAKKU, 5 and 5 leases and then long term which might be a new-build.
But, we have to plan for beyond OPP that ends in 2022.

J, A and D – any comments?
Jason / Steve – let's discuss assembling the package required to have before meeting PSPC.

Peter Garapick

Superintendent – Arctic Programs | Surintendant – Programmes de l'Arctique
Canadian Coast Guard | *Garde côtière canadienne*
Arctic Region | *Région de l'Arctique*

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520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	March-13-19 8:14 AM
To:	Bergeron, Mathieu
Cc:	Baumgarten, Phoebe; Rimmer, Jason; Vanasse, Vanessa
Subject:	RE: OPP Steering Committee - Group 3
Attachments:	FW: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet; MECTS-#4015990-v2-OPP_-_20190131_-_BN_IRB-N.PDF

s.21(1)(b)

Hi Mathieu,

Context: our current accommodation arrangement expires in Sept. 2020, with no arrangement after such time. There are limited options available in Rankin Inlet.
Issue: Sr. Management support for funding conversion of Vote 5 into Vote 1 to support Medium-term lease for IRB North station. See attached BN for details.
Result: PSPC has been waiting on CCG to confirm this for some time (attached email)
If nothing is done, or done in a timely manner: CCG will lose access to an available lease opportunity, and IRB operations will not proceed past Sept. 2020.

Any senior management assistance on expediting these approvals would be great, as PSPC has been waiting for us for some time on this.

The remainder of the project is in hand and ops are set for 2019 season and training in late-April. We may run into a problem with Health Canada preplacement medicals for new hires, as they (HC) are way behind on these (some offices are booking into July at the moment). We are exploring other avenues at the moment, as medicals are required for letters of offer. Will keep you posted.

Thanks,

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

From: Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>
Sent: March-12-19 8:06 PM
To: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Cc: Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>; Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>; Vanasse, Vanessa <Vanessa.Vanasse@dfo-mpo.gc.ca>
Subject: RE: OPP Steering Committee - Group 3

Hi All,

I'll take the DGSC. Steve, could you provide me an email with a few bullets: context, issues if any, what has been done and what are the next steps ?

Thank you!

Mathieu

Mathieu Bergeron

Directeur régional p.i, Plan de protection des océans, Garde côtière canadienne
Garde côtière canadienne / Région du Centre et de l'Arctique / Pêches et Océans Canada
mathieu.bergeron@dfo-mpo.gc.ca
Blackberry: 418-559-7409

A/Regional Director, Oceans Protection Plan, Canadian Coast Guard
Canadian Coast Guard /Central & Arctic Region / Fisheries and Oceans Canada
mathieu.bergeron@dfo-mpo.gc.ca
Blackberry: 418-559-7409

De : Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>
Envoyé : 12 mars 2019 17:50
À : Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>; Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>; Vanasse, Vanessa <Vanessa.Vanasse@dfo-mpo.gc.ca>
Cc : Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Objet : RE: OPP Steering Committee - Group 3

Hi all,

I am actually on a CSAP call I probably shouldn't drop as I missed it last time and it's heating up a bit. Mathieu, are you able to take the DGSC call, and maybe Vanessa can take the Ops call?

Regardless, **Steve** – would you be able to share your update with us so we can bring it to DGSC? I for one am too removed from the project to have anything sensible to say about it!

Thanks,

Phoebe

From: Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>
Sent: March 12, 2019 5:46 PM
To: Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>; Baumgarten, Phoebe <Phoebe.Baumgarten@dfo-mpo.gc.ca>; Vanasse, Vanessa <Vanessa.Vanasse@dfo-mpo.gc.ca>
Cc: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Subject: Fw: OPP Steering Committee - Group 3

Hi all

Whom ever takes the DGSC can you please update the group for IRB as Steve won't be able to make it

Jason Rimmer

Operational Lead | Chef Opérationnel
Oceans Protection Plan | Plan de protection des océans
Canadian Coast Guard | Garde côtière canadienne
Central and Arctic | Centre et Arctique.
jason.rimmer@dfo-mpo.gc.ca

BlackBerry: 226.402.2757

From: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Sent: Tuesday, March 12, 2019 16:57
To: Rimmer, Jason
Subject: RE: OPP Steering Committee - Group 3

Can you present the update for IRB North at the Steering Committee.

Hiring almost complete – we're finishing up the interviews this week (which is why I can't make it). Medium term lease – still no movement, from anything I saw. Updates on it?

Thanks,

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

-----Original Appointment-----
From: CCG OPP PMO-GCC PPO BGP (DFO/MPO)
Sent: June-27-17 1:18 PM
To: CCG OPP PMO-GCC PPO BGP (DFO/MPO); Ryan, Sam; O'Rourke, Neil; Melanson, Simon; Bertorelli, John; Courchaine, Holly; Carrigan, Kevin; Girouard, Roger; Gascon, Julie; Stapleton, Peter; Garapick, Peter; Belfer, Heather Lynn; Thurner, Pauli; Meyer, Kayla; Sanderson, Marc; Bloom, Geri; Bisaillon, Vincent; Haubert, Marie-Christine; Richards, Edrich; Watkinson, Stephen; Mazerolle, Michelle; Cosgrove, Joseph; Perron, Donat J; Caceres, Jaime; MacDonald, Jeff (NCR); Smith, Ken; Cousineau, Patrice; Boettger, Evan; Roy, Gordon; Rimmer, Jason; Weiss Reid, Joanne; Connors, Nathalie; French, Christopher; Groulx, Pascale; Fraser, Patrick; Cadeau, Jennifer; Boisvert, Carl; Rhéaume, Josée; Brown, Ellen; Miller, Anne; Wootton, Brian; Meunier, Marc-André; Boudreau, Brenda; Moseley, Scott; Nickle, Dan; Montor, Tom; Vaughan, Richard; Campbell, Danna; McFadgen, Ray; Faubert, Diane; Viau, Lyne; Ormiston, Glenn; Veber, Paul; Baumgarten, Phoebe; Daniel, Katerina; Guèvremont, Jean; Reid, Adam; Bolt, Stephanie; Drouin, Emily; Marchi, Matthew; Carrow, Geoffrey; Bergeron, Mathieu; Bellefontaine, Tara
Cc: Nghiem, Kathy; Woods-Gauthier, Maxime; Young, James; Moss, Derek; Demers, Jonathan; Chavez, Maité; Moyles, Rosanna E; Ferguson, Sarah; Thompson, Steve A; Corrigan, Michelle; Deroon, Lisa; Justice, Robert; Smith, Stefan; Sloan, Glen; Bond, Bruno; Jones, Aimee; Van Roosmalen, Miriam; Bisaillon, Annie; Thomas, Florence A; Assistant Commissioner's Office CA/Bureau du Commissaire adjoint CA (DFO/MPO); Laforge, David; Brand, Tyler; Robbins,

Kathleen; Beer, Estelle; Milstone, David
Subject: OPP Steering Committee - Group 3
When: March-14-19 1:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: 7E303 + Teleconference

If you do not require this invite, Please advise us and you will be removed.

Toll Free # 1-877-413-4781
Conference ID# [redacted] s.16(2)

Order of project presentation is below. This changes for each meeting. If your business needs require your order to change please let us know and we will try to accommodate you.
Please Note: Due to the amount of projects presenting each week you cannot be moved to a meeting scheduled for another OPP Steering Committee group. Please make arrangements for your project update to be presented. If you cannot send someone to give the update please send a brief update including issues, risks and mitigation strategy that the OPP Secretariat will present.

1. **Agenda :**

Please note the finances in the Project Health Status report are being verified.
<< File: Group 3 - P11 OPP Project Health List - Final with Finances.xlsm >> << File: Steering Committee Minutes Group3 February 7, 2019.docx >>

2. **Updates by Project Managers**

Presenters are asked to provide 5 minute updates based on PPR elements as applicable, focusing on issues, risks and problems that require escalation.

- Executive Summary
- Scope
- Schedule
- Budget
- Risk
- Issues
- Engagement & Consultation
- Communication
- Key Outputs

Presentation Order:

Group 3
14-Mar-19

Sub-Initiative	Project Code	Project Name	Project Manager
INDIGENOUS COMMUNITY RESPONSE TEAMS	8W310	Indigenous Community Response Training	Kayla Meyer
COAST GUARD AUXILIARY CHAPTER IN BRITISH COLUMBIA	8W100	Coast Guard Auxiliary - Indigenous Branch	Pauli Thurner
COAST GUARD AUXILIARY CHAPTER IN THE ARCTIC AND COMMUNITY BOATS EXPANSION	8W420	Expansion of Arctic Auxiliaries	Pauli Thurner
COAST GUARD AUXILIARY CHAPTER IN THE ARCTIC AND COMMUNITY BOATS EXPANSION	8W410	Indigenous Community Boats North and South of 60	Pauli Thurner
SIX NEW SAR LIFEBOATS AND IN-SHORE RESCUE BOAT	8H310	Inshore Rescue Boat North (IRB North)	Peter Garapick
Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL)	8D100	Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL)	Peter Stapleton
CCG ARCTIC PRESENCE	8K100	Increased presence and extended season in the Arctic	Gordon Roy
BUILDING MEANINGFUL PARTNERSHIPS WITH INDIGENOUS GROUPS IN MARINE SAFETY	8T100	Indigenous Relations and Partnerships	Heather Belfer
24/7 EMERGENCY RESPONSE CAPACITY TO EFFECTIVELY MANAGE MARINE INCIDENTS	8G120	Maritime Rescue Sub-Centre (MRSC St. John's)	Ray McFadgen
24/7 EMERGENCY RESPONSE CAPACITY TO EFFECTIVELY MANAGE MARINE INCIDENTS	8G110	24/7 Regional Operations Centres (ROCs) & National Command Centre (NCC)	Evan Boettger
MCTS STAFFING FACTOR	8G300	MCTS Staffing Factor	Diane Faubert
NORTHERN MARINE TRANSPORTATION CORRIDORS AND GOVERNANCE FOR THE ARCTIC SHIPPING REGIME	8T200	Northern Marine Transportation Corridors and Governance for the Arctic Shipping Regime	Joanne Weiss Reid

Pages 723 to / à 726

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pages 711 to / à 714

CLIENT REQUIREMENTS

1. **Anticipated Occupancy Start Date:** ____________________

2. **Length of Occupancy:** **Term of Occupancy:** ____________________
   Options: ____________________

3. **Workshop/Garage Area (usable metres):**
   a. The minimum acceptable space is ____________________

4. **Office Area (usable metres):**
   a. The minimum acceptable space is: ____________________

5. **Housing Area (usable metres):**
   a. The minimum acceptable space is: ____________________
   b. Number of bedrooms: ____________________
   c. Number of bathrooms: ____________________

6. **Communication Tower**
   a. Is rooftop access to antenna or satellite dish required?
   b. is the tower to be located on the ground?
   c. The minimum acceptable space is: ____________________
   d. Height of Communication Tower: ____________________

7. **Typical Hours of Operation (choose one):**
   a. Mon – Fri (7 am – 6 pm)
   b. 24/7
   c. From: ______ to _______

8. **Extended Hours of Operation (choose one):**
   a. Never
   b. Regular
   c. Occasional
   d. Other (specify)

9. **Date the Lease Premises shall be available for completion of the Lessee's Improvements:**
   ____

10. **Geographic Boundaries:**
    a. City ____________________
    b. Province/Territory: ____________________
    c. Do you have any unique program and/or operational requirements that may further restrict the geographic boundaries? If yes, please specify the requirements and provide a justification. NOTE: Geographic boundaries that are restrictive will require tenant department senior level authorization.

11. **Parking Requirements:**
    a. Government fleet vehicles ________________________.

12. **Cleaning (during or after business hours):** ________________________

WORKSHOP / GARAGE SPACE

1. Do the Workshop / Garage and Accommodations need to be contiguous (located in the same building)?

2. Will the general public require access to the space during normal working hours?

3. What is the minimum ceiling height of workshop/garage space (measured from the top of the finished floor to the underside of the lowest obstruction of the ceiling, including HVAC, electrical, and sprinkler system?

4. What is the minimum length /width of building to accommodate vehicle storage

5. Is access to a loading dock required? If yes, please provide any specific requirements (ie truck access, turning radius etc)

6. Do you require an overhead door with grade access? If so, how may? Also, please provide a minimum size for the door

7. Do you require a dock level door? If so, how many? Also, please provide a minimum size for the door(s) _____mm wide X _____mm high (___' wide X _____' high)

8. Do you require a man door for pedestrian access?

9. Is there a minimum floor loading capacity in the warehouse? If so, please specify.

   ____ kPa (_____ lbs per ft2)

10. Need for specialized electrical requirements? If yes, please specify.

11. Is access to a freight elevator required?

12. Is space for bicycle racks or stalls required?

13. Is rooftop access to antenna or satellite dish required?

14. Will dangerous goods, such as hazardous materials, weapons, chemicals, etc of any kind, be stored on the premises? If yes, specify.

15. Need for special information Technology, cabling or telephone requirements that may impact the location or site selection?

16. Need for specialized mechanical requirements (ie generator, HVAC) If yes, please specify.

17. What is the level of security clearance required for the Landlord?

18. Are there special requirements for signage (e.g. façade of building, etc)

ANY OTHER ADDITIONAL COMMENTS AND/OR REQUIREMENTS:

Pages 730 to / à 735

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pages 700 to / à 704

Smith, Laura (SAR)

From:	Bergeron, Mathieu
Sent:	March-21-19 8:06 AM
To:	Rimmer, Jason
Subject:	TR: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet
Attachments:	Client Requirements_aj.docx

FYA please,

Have a great day,

Mathieu

De : Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Envoyé : 21 mars 2019 08:02
À : Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>
Objet : FW: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Katia Jollez
(613) 863-5793

From: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>
Sent: March 20, 2019 4:39 PM
To: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>
Cc: Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>; Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Subject: RE: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Hi Steve,

I prepared a draft of the client requirements document PSPC requested. Can you please review the attached document and revise/comment?

Thanks,

Aldin Jansen, PEng (MB/NT/NU)

Senior Engineer, Real Property, Safety and Security, Central and Arctic Region.
Fisheries and Oceans Canada | Government of Canada
Pêches et Océans Canada | Gouvernement du Canada
501 University Crescent
Winnipeg, MB R3T 2N6
Aldin.Jansen@dfo-mpo.gc.ca / t: 204.984.8792 / c: 431.998.3392

From: Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>
Sent: February 28, 2019 09:40

To: Jansen, Aldin <Aldin.Jansen@dfo-mpo.gc.ca>; Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>
Subject: FW: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Here is the follow up from PSPC regarding my call with them on the IRB.

Dean

From: Candace Joudrey <Candace.Joudrey@pwgsc-tpsgc.gc.ca>
Sent: February-28-19 7:44 AM
To: Calder, Dean <Dean.Calder@DFO-MPO.GC.CA>
Subject: DFO - Inshore Rescue Boat (IRB) - Rankin Inlet

Good morning Dean,

Thank you for meeting with Christie and I to discuss the Rankin Inlet IRB requirements. Some of the services that PSPC can provide are Market Analysis/Reports, Leasing Services, Project Management and Contract Administration.

It is my understanding that you are looking to direct negotiate workshop/garage/accommodations with Sakku Investments Corporation. Prior to entering into any negotiations, I am required to obtain written confirmation of DFO's Project Approval (PA) which shall include at a minimum the budget funding source, a delegation of authority (16.3), timeline requirements and DFO's program requirements upon which the PA approval was granted.

In regards to the delegation of authority please see the below:

16.3 Delegation:

Annex A is a delegation to be utilized in a circumstance in which there is a delegation from the Minister of a Custodian Department to the Minister of PWGSC; and the Minister of the Custodian Department has not delegated, or will not be delegating the authority in question to an official within his/her Department.

Annex B is a delegation to be utilized in a circumstance in which the Minister of the Custodian Department has delegated his/her authority to an official in the Custodian Department (i.e., there will be a delegation from the Minister of the Custodian Department, executed by that Minister's authorized Departmental official, to the Minister of PWGSC).

PSPC is required to ensure that the public is provided with a fair and equitable opportunity to contract with the Crown. In order to direct negotiate for this space, we will require a justification from DFO. The justification should be signed by the same person will be signing the Delegation of Authority.

Once I have received the above information, and you confirm which services you are looking to obtain an SSA will be provided and once signed we can start working on the specific requirements and commission a Market Analysis Report (MAR) through our Valuations department. I will also develop a project schedule that would identify what in-service date can be achieved.

I have reviewed the documents provided for this project and developed a Client Requirement form to summarize the lease requirements.
Can you please identify which site(s) you are looking to lease from Sakku Investments:

- Block 16 Lot 1: Owned by Sakku Investments Corporation (the business arm of the Kivalliq Inuit Association, designated under Nunavut Land Claim Agreement). Office building. Some units available for lease. Zone C1.
- Block 16 Lot 2: Owned by Sakku. 8 apartments in single-storey building know as the Annex, and a hotel. Annex is suitable to reconfigure for IRB station. Annex available for lease. Zone C1.

- Block 16 Lot 3: Owned by Sakku. Three interconnected buildings and workshops. Available for lease. Zone C1
- Block 17 Lot 2: Owned by Sakku Investments. Wild Wolf warehouse. Available for lease. Suitable for vessel storage. Zone I.

I believe that the warehouse and accommodation buildings are separate buildings. Are you looking for PSPC to sign Leases for both spaces or would DFO prefer to sign the housing lease if its within departmental authorities?

Finally, do you have your own Lease agreement that you would like us to consider using? As I mentioned yesterday, we can provide you with a copy of our Lease for consideration.

Best regards,

Candace

Candace Joudrey, RPA
Leasing Officer, Real Property Services, Western Region
Public Works and Government Services Canada / Government of Canada
Ste. 100-167 Lombard Ave., Winnipeg, Canada R3B 0T6
candace.joudrey@tpsgc-pwgsc.gc.ca / Tel: 431-777-5041

Agente de location, Services immobiliers, Région de l'Ouest
Travaux publics et Services gouvernementaux Canada
167, avenue Lombard, pièce 100
Winnipeg (Manitoba) R3B 0T6
candace.joudrey@tpsgc-pwgsc.gc.ca / Tél: 431-777-5041

CLIENT REQUIREMENTS

1. **Anticipated Occupancy Start Date:** 1 September 2019

2. **Length of Occupancy:** **Term of Occupancy:** 5 years
   Options: 5 year renewal

3. **Workshop/Garage Area (usable metres):**
   a. The minimum acceptable space is Refer to workshop/garage info below.

4. **Office Area (usable metres):**
   a. The minimum acceptable space is: 9 m^2

5. **Housing Area (usable metres):**
   a. The minimum acceptable space is: 130 m^2
   b. Number of bedrooms: 4
   c. Number of bathrooms: 2

6. **Communication Tower**
   a. Is rooftop access to antenna or satellite dish required? Not essential, but would be useful to be able to bolt antenna to roof.
   b. is the tower to be located on the ground? CCG will arrange antenna.
   c. The minimum acceptable space is: ______________
   d. Height of Communication Tower: 20 m

7. **Typical Hours of Operation (choose one):**
   a. Mon – Fri (7 am – 6 pm)
   b. 24/7
   c. From: April to September

8. **Extended Hours of Operation (choose one):**
   a. Never
   b. Regular
   c. Occasional
   d. Other (specify)

9. **Date the Lease Premises shall be available for completion of the Lessee's Improvements:**
   1 September 2019

10. **Geographic Boundaries:**
    a. City Rankin Inlet
    b. Province/Territory: Nunavut
    c. Do you have any unique program and/or operational requirements that may further restrict the geographic boundaries? If yes, please specify the requirements and provide a

justification. NOTE: Geographic boundaries that are restrictive will require tenant department senior level authorization.

Yes. Ideally, a CCG small vessel station should be located immediately adjacent to the vessel mooring, or within a nominal distance (within 100 m). CCG small vessel stations require basic utility services such as electrical power, water, sewer, telephone and other necessary provisions. Availability of high-speed internet is an asset. If not already available in some locations, these services may have to be acquired through alternate means.

11. Parking Requirements:

a. Government fleet vehicles   1 3/4T truck, 1 boat trailer, 1 UTV w/ trailer

12. Cleaning (during or after business hours):   Done by CCG station personnel

WORKSHOP / GARAGE SPACE

1. Do the Workshop / Garage and Accommodations need to be contiguous (located in the same building)? No

2. Will the general public require access to the space during normal working hours? No

3. What is the minimum ceiling height of workshop/garage space (measured from the top of the finished floor to the underside of the lowest obstruction of the ceiling, including HVAC, electrical, and sprinkler system? 4.1 m

4. What is the minimum length /width of building to accommodate vehicle storage? Desired area 290 m^2; minimum required area 200 m^2. Area configuration can vary: minimum length 14 m; minimum width 4 m.

5. Is access to a loading dock required? If yes, please provide any specific requirements (ie truck access, turning radius etc). No loading dock, however CCG needs to access the garage from the road with a 3/4T pickup (5.7 m long) pulling a vessel on a boat-trailer (11.6 m long).

6. Do you require an overhead door with grade access? If so, how may? Also, please provide a minimum size for the door Yes. One overhead door (w: 3.0 m; h: 4.1 m) for vessels on trailer required.

7. Do you require a dock level door? No. If so, how many? Also, please provide a minimum size for the door(s) _____mm wide X _____mm high (___' wide X _____' high)

8. Do you require a man door for pedestrian access? Yes.

9. Is there a minimum floor loading capacity in the warehouse? No unusual floor loads anticipated. If so, please specify.

   ____ kPa (_____ lbs per ft2)

10. Need for specialized electrical requirements? If yes, please specify. No.

11. Is access to a freight elevator required? No.

12. Is space for bicycle racks or stalls required? No.

13. Is rooftop access to antenna or satellite dish required? No.

14. Will dangerous goods, such as hazardous materials, weapons, chemicals, etc of any kind, be stored on the premises? If yes, specify.
    Yes. Rifles/shotguns in firearms locker, flares, fuel and oils for vessel and vehicles, solvents and degreasers for vessel and vehicle maintenance, cleaning supplies, etc. A 200 L (45 gallon) flammable materials cabinet will be provided by DFO/CCG.

15. Need for special information Technology, cabling or telephone requirements that may impact the location or site selection?
    Telephone and internet to be arranged through SSC.
    Radio antenna connection by CCG.

16. Need for specialized mechanical requirements (i.e. generator, HVAC) If yes, please specify.
    No. The ability to install an overhead hoist with 1,500 kg capacity would be an asset.

17. What is the level of security clearance required for the Landlord?
    Basic Reliability for landlord and any of their personnel accessing the facility when there are no CCG representatives on site.

18. Are there special requirements for signage (e.g. façade of building, etc)
    - The placement and appearance of signage shall be in accordance with the Federal Identity Program Manual.
    - According to the OSSPS, section 7.7.3, ~~there shall be at least one prominent sign inside the main entrance to facilities that directs visitors to the reception zones of federal tenants.~~ (No public reception area) ~~In addition,~~ signs shall indicate areas which are restricted to public access due to safety or security concerns.
    - Overall there shall be standardization, consistency and uniformity in the look and placement of signs. For detailed specifications on colors and font size and types of signage on real property, refer to section 4.1 of the FIP Manual, titled Signage: System Overview and Implementation.
    - ~~Proper tactile signage shall also be provided throughout the public reception areas and especially for the following: washrooms, emergency exits, and stairwells, in accordance with the Accessibility Standard for Real Property.~~ (No public reception areas)
    - Signs that are prescribed by a regulatory authority are not covered by these guidelines. Examples are traffic signs, which are subject to the Manual of Uniform Traffic Control Devices for Canada, and emergency exit signs, which are prescribed by the National Building Code of Canada.

ANY OTHER ADDITIONAL COMMENTS AND/OR REQUIREMENTS:

Smith, Laura (SAR)

From:	Rimmer, Jason
Sent:	March-25-19 11:34 AM
To:	Bergeron, Mathieu; Garapick, Peter
Subject:	RE: PCR - Admin support for IRB North

Sure

From: Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>
Sent: March-25-19 11:31 AM
To: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>
Subject: PCR - Admin support for IRB North

Hi,

I had a quick chat with Katia and the best approach for Laura would be to prepare a PCR to get 100 % of the funding for Admin support for the IRB North project.

Jason could prepare it for your behalf.

Thoughts ?

Mathieu

Mathieu Bergeron

Directeur régional p.i, Plan de protection des océans, Garde côtière canadienne
Garde côtière canadienne / Région du Centre et de l'Arctique / Pêches et Océans Canada
mathieu.bergeron@dfo-mpo.gc.ca
Blackberry: 418-559-7409

A/Regional Director, Oceans Protection Plan, Canadian Coast Guard
Canadian Coast Guard /Central & Arctic Region / Fisheries and Oceans Canada
mathieu.bergeron@dfo-mpo.gc.ca
Blackberry: 418-559-7409

Smith, Laura (SAR)

From:	Thompson, Steve A
Sent:	March-27-19 9:16 AM
To:	Rimmer, Jason
Subject:	IRB PCR - This Was Rejected last fall
Attachments:	PCR - 005 - IRB.pdf

Steve Thompson
Deputy Superintendent, Arctic Programs
Canadian Coast Guard | Arctic Region
Cell: 438-993-4622 | Email: steve.thompson2@dfo-mpo.gc.ca

Surintendant adjoint des programmes arctiques
Garde côtière Canadienne | Région de l'Arctique
portable: 438-993-4622 | courriel : steve.thompson2@dfo-mpo.gc.ca

PROJECT CHANGE REQUEST NO: 8H310-2-005

Date:	September 12, 2018
Project Code:	8H310
Project Title:	Inshore Rescue Boat North
Region: (if applicable)	Central & Arctic
Work Breakdown Structure Element(s):	
Requested By:	Steve Thompson for Peter Garapick, Superintendent, Search & Rescue - Arctic

Identification:

Change Title:	Additional Salary Funding Required (FY 19-20/, 20/21,21/22)			
Description of Change:	This PCR is a follow-up to PCR-004 and is being raised to request an additional $245,470 in annual salary costs for FY 2019/2020, through 2021/2022. The project is required to submit an Org Request in order to factor in these amounts within the project`s on-going funding following the 2021/2022 fiscal year.			
Justification:	The additional funding is required to account for requirements that were not included in the initial scoping of the project.			
Is this a request to access project Contingency funding?			☐ Yes	☒ No
Is this a CARRY FORWARD request?			☐ Yes	☒ No
Type Of Change:	Arising ☒ Minor ☐ Major	New Work ☐ Minor ☐ Major	**Must select one:** ☒ National Budget Increase/Decrease ☐ Internal Budget Reallocation(within project) ☐ Schedule ☐ Other (i.e. scope change only, no budget adjust)	
Change Priority:	☐ Low		☒ Medium	☐ High

Impacts:

Background	In summary: Salary – the additional salary required to support IRB North operations for 2019/20, 2020/2021 ansd 2021/2022 is $245,470 annuallly, due to the incorrect scoping of the project (no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02.
Technical	N/A
Performance	N/A
Schedule	Scheduled milestones may be at risk if this additional funding is not approved.

Financial

Current Year (CYBA) Adjustment ($000's)
SALARY ONLY

	Current	New	Delta
ATL	$	$	$ 0.0
C & A	$ 179,661.98	$ 179,661.98	$ 0
WES	$	$	$ 0.0
NCR	$	$	$ 0.0
NATIONAL	$ 179,661.97	$ 179,661.98	$ 0.0
Contingency	$	$	$ 0.0
Current FY + 1	$ 139,550.79	$ 384,821.02	$ 245,470.02
Current FY + 2	$ 139,550.79	$ 384,821.02	$ 245,470.02
Future Years	$ 139,550.79	$ 384,821.02	$ 245,470.02

Additional information (or see attached detail worksheet):

The additional salary required to support IRB North operations for 2019/20, 2020/2021 ansd 2021/2022 is $245,470 annuallly, due to the incorrect scoping of the project (no year-round or shore-based program support) and a failure to consider TBS mandated isolated post allowances for which crewmembers are entitled. In addition, the crewmembers will be paid in excess of the FSWEP rate of pay in order to remain competitive in the region. This is a slight increase in the amount of funds requested, when compared to our original submission, due to a change in classification of the Crewmembers from College, Step 6 to SC-DED-02.

Risk	Until an official Org Request is completed, there is risk that the project will be short on required salary post-2021/2022.
Integrated Logistic Support	N/A
Contractual	N/A
Program Delivery	Operations in FY 19/20, 20/21 and 21/22 are at risk without required funding, therefore may impact program delivery and key outputs if not addressed.
Scope	Increase in scope based off inaccurate scoping during the onset of the project (for example, shore-support, isolated post allowances etc.).
Other	N/A
Configuration Change	Is the work described in this PCR subject to the CCR Process? ☒ No ☐ Yes CCR Registration Number: (YYYY-###)

Recommendation:

Recommended Action:	The recommended action is to support the project`s additional funding request for the 2018-2019 fiscal year.
Action Due Date:	October 30, 2018
Recommended By:	Peter Garapick, Superintendent, Search & Resue - Arctic

Approval: 8H310-2-005

☒		Date:
☒ Recommended ☐ Not Recommended ☐ See Comments	Steve Thompson, Regional Project Manager 8H310	12 September 2018
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Peter Garapick, National Project Manager 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Marc-Andre Meunier, Project Director 8H310	

OPP SECRETARIAT		
Finance Analyst	Change Cost Analyst	Project Management Lead

☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Katia Jollez, Project Leader 8H310	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	Michelle Corrigan, Functional Operational Authority	
☐		Date:
☐ Approved ☐ Not Approved ☐ Deferred ☐ See Comments	Simon Melanson, Senior Director, Change Leadership and Implementation Management, OPP	
☐		Date:
☐ Recommended ☐ Not Recommended ☐ See Comments	A/ Assistant Commissioner C&A, Project Sponsor	

Comments	

Project Change Request: 8H310-2-005

These values are for FY 2019/2020, 2020/2021 and 2021/22 combined						
WBS #	Description	CCR #	Maximo WO #	Current	New	Delta
1.1.8.1.2.3.1	Supervisor (SC-DED-04)			$ 159,394.80	$ 224,161.56	**$ 64,766.76**
1.1.8.1.2.3.2	GT-05 (x1)			$ 0	$ 287,395.20	**$ 287,395.20**
1.1.8.1.2.3.3	Crew (SC-DED-02) x 6 (becomes x4 in FY 2019/20)			$ 258,657.54	$ 433,377.87	**$ 174,720.33**
1.1.8.1.2.3.4	Northern Cost of Living Allowance – (Included in above)			$	$	**$ 0.0**
	Shore Support (CR-04) x1			$ 0	$ 154,554.00	**$ 154,554.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
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				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**
				$	$	**$ 0.0**

Smith, Laura (SAR)

From:	Rimmer, Jason
Sent:	March-27-19 3:28 PM
To:	Thompson, Steve A; Garapick, Peter
Subject:	IRB (N)

Hi Steve,

Spoke to Adam Reid and John. I think we have things ironed out. I made the points we had discussed this morning, and added that perhaps only 35k (50%) of the 70K could be attributed to new build costs.
The concern as you know is what to do after OPP, and what is done with the funds during the 10 yr lease. Not sure how to get the money back to construct after OPP if that's the way things go, or lease length.

Long and the short of it is Adam is going to rejig the BN with an updated table which we'll have to circulate again but this time should make it through Mario's shop.

Cheers

Jason Rimmer

Operational Lead | Chef Opérationnel
Oceans Protection Plan | Plan de protection des océans
Canadian Coast Guard | Garde côtière canadienne
Central and Arctic | Centre et Arctique.
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BlackBerry: 226.402.2757

FOR INFORMATION ONLY

s.21(1)(b)

IRB-North Communities Considered in Nunavik and NWT

Based on RAMSARD evaluations, Rankin Inlet ranked highest of the 45 Inuit/Inuvialuit communities in the Arctic followed by the Nunavut communities of Igloolik, Pond Inlet, Iqaluit, Cape Dorset and Hall Beach.

Communities in Nunavik were not high on the list because each of the 14 communities in that region have dedicated and capable SAR vessels that were purchased 10 years ago by the Katavik Regional Government (KRG), and trained volunteer crews. Two of these communities are now part of CCG Auxiliary and many others will soon be formal member units in the coming months due to the availability of boats and crews; four members in Nunavik are certified CCGA instructors.

Of the six communities in NWT, three already had CCGA units (Inuvik, Aklavik, Tuktoyaktuk), one (Ulukhaktok) has a new fully operational CCGA unit, another (Paulatuk) will become operational in the coming months and the final community (Sachs Harbour) will continue to be supported as a requirement builds for an organised SAR unit. The size, thus the level of boating activity and the inherent risks of boating in these communities, does not warrant a dedicated IRB Station.

Prepared by Peter Garapick
June 21, 2017

Non Salary Plan

Project	Inshore Rescue Boat North (IRB)
Project Code	8H310

Sum of Total without EBP/Accommodations								
Fiscal Year	Vote	Region	RC	Sector	Program	Cost Item	Comments	Total
2017/18	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	100,000.00
						Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	40,000.00
						Milestone 1 - design and planning contract	(blank)	50,000.00
						Milestone 1 - Signage	(blank)	2,000.00
						Trailer - vehicle	1 trailer for 1 vehicle	10,000.00
	Vote 1 - O&M Total							**202,000.00**
	Vote 5 - Capital	C&A	New	CCG Programs	IRB	Capital cost to build station / accommodations / storage facility	Estimate from Atlantic Region based on Burin LB Station + Northern inflation (estimate), Inflated 20% due to northern costs.	6,500,000.00
						RHIB	Includes outboards. Cost from ITS (SCAP). 2 RHIBs (340K each)	680,000.00
						SAR equipment - vessel	CGFO 207 SAR Standard Station Kit - 2@ $30K	60,000.00
						Vehicle	1 vehicle per station. Higher due to Northern location	100,000.00
						(ITS) IMIT Costs	standard costs - networking/ connection costs.	300,000.00
						(ITS) Other Misc. equipment	*2	60,000.00
						(ITS) SAR comms equipment	Estimate provided by ITS, The following are only for the radios, sat phone and associated antennas. It doesn't include the building cost. 1) VHF Radios (x2): $15 000, 2) Satellite phone: $10 000, 3) Antenna /Tower (small): $20 000, 4) Installation cost: 2 tech for 2 weeks + travel + OT: $30 000	75,000.00
	Vote 5 - Capital Total							**7,775,000.00**
2017/18 Total								**7,977,000.00**
2018/19	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	5,000.00
						Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	3,000.00

Non Salary Plan

Fiscal Year	Vote	Region	RC	Sector	Program	Cost Item	Comments	Total
2018/19	Vote 1 - O&M	C&A	New	CCG Programs	IRB	ITS maintenance of equipment	(blank)	20,000.00
						Maintenance of RHIBs	*2, Due to remote location, redundancy required	28,000.00
						maintenance of vehicle	(blank)	4,000.00
						Milestone 1 - Travel	return flights for 7 crew + additional travel for site visits (CCG)	36,000.00
						Ongoing IMIT Network costs	(blank)	50,000.00
						Provisions	based on estimate from Region for 19 weeks - above and beyond Bamfield historical costs FROM KITS COSTING, Doubled due to northern costs	45,000.00
						Vessel fuel (RHIBs)	19 weeks estimate for 2 RHIBs	15,000.00
						Station Costs	Based on 2014-15 Actual O&M Costs, 19 weeks - Number verified by SAR Atlantic, Costs doubled due to northern costs.	70,000.00
	Vote 1 - O&M Total							**276,000.00**
2018/19 Total								**276,000.00**
2019/20	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	5,000.00
						Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	3,000.00
						ITS maintenance of equipment	(blank)	20,000.00
						Maintenance of RHIBs	*2, Due to remote location, redundancy required	28,000.00
						maintenance of vehicle	(blank)	4,000.00
						Ongoing IMIT Network costs	(blank)	50,000.00
						Provisions	based on estimate from Region for 19 weeks - above and beyond Bamfield historical costs FROM KITS COSTING, Doubled due to northern costs	45,000.00
						Vessel fuel (RHIBs)	19 weeks estimate for 2 RHIBs	15,000.00
						Station Costs	Based on 2014-15 Actual O&M Costs, 19 weeks - Number verified by SAR Atlantic, Costs doubled due to northern costs.	70,000.00
	Vote 1 - O&M Total							**240,000.00**
2019/20 Total								**240,000.00**
2020/21	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	5,000.00

Non Salary Plan

Fiscal Year	Vote	Region	RC	Sector	Program	Cost Item	Comments	Total
2020/21	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	3,000.00
						ITS maintenance of equipment	(blank)	20,000.00
						Maintenance of RHIBs	*2, Due to remote location, redundancy required	28,000.00
						maintenance of vehicle	(blank)	4,000.00
						Ongoing IMIT Network costs	(blank)	50,000.00
						Provisions	based on estimate from Region for 19 weeks - above and beyond Bamfield historical costs FROM KITS COSTING, Doubled due to northern costs	45,000.00
						Vessel fuel (RHIBs)	19 weeks estimate for 2 RHIBs	15,000.00
						Station Costs	Based on 2014-15 Actual O&M Costs, 19 weeks - Number verified by SAR Atlantic, Costs doubled due to northern costs.	70,000.00
	Vote 1 - O&M Total							**240,000.00**
2020/21 Total								**240,000.00**
2021/22	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	5,000.00
						Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	3,000.00
						ITS maintenance of equipment	(blank)	20,000.00
						Maintenance of RHIBs	*2, Due to remote location, redundancy required	28,000.00
						maintenance of vehicle	(blank)	4,000.00
						Ongoing IMIT Network costs	(blank)	50,000.00
						Provisions	based on estimate from Region for 19 weeks - above and beyond Bamfield historical costs FROM KITS COSTING, Doubled due to northern costs	45,000.00
						Vessel fuel (RHIBs)	19 weeks estimate for 2 RHIBs	15,000.00
						Station Costs	Based on 2014-15 Actual O&M Costs, 19 weeks - Number verified by SAR Atlantic, Costs doubled due to northern costs.	70,000.00
	Vote 1 - O&M Total							**240,000.00**
2021/22 Total								**240,000.00**
Ongoing	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Furnishing	(blank)	5,000.00

Non Salary Plan

Fiscal Year	Vote	Region	RC	Sector	Program	Cost Item	Comments	Total
Ongoing	Vote 1 - O&M	C&A	New	CCG Programs	IRB	Gas Tank Certification (RHIB), and on-going recertification	*2 $3k starting in year 2	3,000.00
						ITS maintenance of equipment	(blank)	20,000.00
						Maintenance of RHIBs	*2, Due to remote location, redundancy required	28,000.00
						maintenance of vehicle	(blank)	4,000.00
						Ongoing IMIT Network costs	(blank)	50,000.00
						Provisions	based on estimate from Region for 19 weeks - above and beyond Bamfield historical costs FROM KITS COSTING, Doubled due to northern costs	45,000.00
						Vessel fuel (RHIBs)	19 weeks estimate for 2 RHIBs	15,000.00
						Station Costs	Based on 2014-15 Actual O&M Costs, 19 weeks - Number verified by SAR Atlantic, Costs doubled due to northern costs.	70,000.00
	Vote 1 - O&M Total							**240,000.00**
Ongoing Total								**240,000.00**
Grand Total								**9,213,000.00**